

"D. C. L." GINS.

OLD TOM ... \$8.50 Per Dozen.
DRY ... 8.50

SOLE AGENTS:
H. PRICE & CO.,
WINE & SPIRIT MERCHANTS,
12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857

"D. C. L."
PURE SCOTCH WHISKY
Price \$15.50 Per Dozen.
SOLE AGENTS:
H. PRICE & CO.,
WINE & SPIRIT MERCHANTS,
12, QUEEN'S ROAD.

No. 14,829 號九十二百八千四萬一第 日十二月九年三十三緒光 HONGKONG, WEDNESDAY, OCTOBER 18th, 1905. 三拜禮 號八十月十年五零百九千一英曆香 PRICE, \$3 PER MONTH.

WATSON'S HOUSEHOLD AMMONIA

FOR THE BATH, TOILET AND HOUSEHOLD.
An Elegant Preparation. Delicately Perfumed. Promotes a healthy action of the skin, counteracts all effects of perspiration, and is as refreshing and invigorating to the system as a Turkish Bath.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY
[a1342]

CUTLER, PALMER & CO.'S

A Blend of Selected Distillations of the Finest Scotch Whiskies.
\$10.50 Per Case.

Apply to
SIEMSEN & CO., Hongkong. [a65]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
In Casks 375 lbs. net \$4.75 per cask ex Factory.
In Bags 250 lbs. net \$2.80 per bag ex Factory.
SHEWAN, TOMES & CO., General Managers.
Hongkong, 1st October, 1905. [a1412]

NOTICE.

GEO. FENWICK & CO., LD., Engineers &c., are open to receive OFFERS FOR THE PURCHASE OF THEIR WANCHAI PROPERTY, comprising portions of Marine Lots Nos. 31 and 32; approximate area 43,000 square feet.
For further particulars apply to the Company.
Hongkong, 12th July, 1905. [139]

SIEN TING.
SURGEON DENTIST.
No. 10, DAGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. 2174

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.
37, DES VOUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th September, 1905. [2056]

DAVID CORSAIR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAK
RELIABLE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.
Sole Agents.

RUINART PERE & FILS, REIMS.
Established 1719.
CHAMPAGNE CECILERS AND SHIPPERS.
Ship only the Finest Quality Extra Dry (Green Seal).
LAUTS, WEGENER & CO., Sole Agents.
Hongkong, 17th May, 1905. 122

SUN FAT & CO.

MANUFACTURERS AND DEALERS IN LADIES' AND CHILDREN'S UNDERWEAR.
EMBROIDERIES, LACMS, SILKS, PONGEES, GRASS LINES, SHAWLS, HANDKERCHIEFS, BLANKETS, TRUNKS, TRONY FURNITURE AND FANCY GOODS.
No. 82, QUEEN'S ROAD CENTRAL.
Any Order Promptly Attended To.
Hongkong, 12th January, 1905.

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO., LD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Boilers.
Call Flag W.
J. W. KEW, Manager.
Hotel Mansions, 3rd Floor.
Hongkong, 8th August, 1905. 1433

LANE, CRAWFORD & CO.

NEW GOODS FOR ALL DEPARTMENTS NOW ARRIVING.

GROUND FLOOR—GENTLEMEN'S OUTFITTING, HOSIERY, &c.
HARDWARE, ELECTRO-PLATE, CUTLERY, GLASSWARE, CRICKET, TENNIS, FOOTBALL, HOCKEY & CROQUET GEAR, GROCERIES, WINES AND SPIRITS.
SHIP-CHANDLERY DEPARTMENT.
1ST FLOOR—PIANOS AND MUSICAL INSTRUMENTS, MUSIC, &c.
& TAILORING & GENERAL OFFICES.
2ND FLOOR—FURNISHING, UPHOLSTERY, CARPETS, BEDSTEADS, HOUSEHOLD LINEN, &c.
By LADIES' COSTUMES, BLOUSES, SKIRTS, HATS, RAIN-ELEVATOR COATS, UMBRELLAS, SUNSHADES, &c.

LANE, CRAWFORD & CO.

Hongkong, 28th September, 1905. [a36]

THE LAHMEYER ELECTRICAL CO., LD., LONDON.

THE FELTEN & GUILLAUME-LAHMEYER WERKE FRANKFURT A/M.
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION Apply to—SIEMSEN & CO., SOLE AGENTS FOR CHINA. [a4a]

JAPAN COALS.

mitsui BUSSAN KAISHA (mitsui & co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, 105, HOUSE STREET.
OTHER BRANCHES
New York, San Francisco, Hamburg, Bombay, Singapore, Batavia, Manila, Amoy, Shanghai, Chefoo, Canton, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimoda, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Matsuyama, Hakodate, Taipei, &c.
Telegraphic Address "MITSUI" (A.B.C. and A. 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Mitsui, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Honjo, Kanada, Fujimoto, Mameda, Manoura, Onoura Otani, Sasahara Teikoku, Yoshimoto, Yoshio, Yanokura, and other Coals.
S. MINAMI, Manager, Hongkong.

MOSELLES

FROM DEINHARD & CO., COBLENTZ.

THE FASHIONABLE WINES OF THE MOMENT ARE MOSELLES BOTH STILL AND SPARKLING. WE HAVE IN STOCK AT THE MOMENT—

GRAACHER (SUPERIOR) ... 18.00
SPARKLING MOSELLE (CROWN LABEL) ... 24.00
BERNCASTLE DOCTOR (VERY CHOICE) ... 38.00

TELEPHONE No. 75. CALDBECK, MACGREGOR & CO., WINE & SPIRIT MERCHANTS, 15, QUEEN'S ROAD CENTRAL. Hongkong, 27th September, 1905. [a37]

PEERLESS SCOTS WHISKIES

HAIG & HAIG, LD., DISTILLERS SINCE 1679.
3 Star Special—The finest of all "Red" WHISKIES at ... \$13.00
5 Star LIQUEUR—Exquisite, but the World for Club or Private use at ... \$22.00
Stop drinking rank, smoky stuff, because "it comes through the Soda."
Try HAIG & HAIG'S WHISKIES: pure, mellow, matured, non-smoky, delicate flavor. Once tried, preferred to all others. Sole Agents for Hongkong:
F. BLACKHEAD & Co.
1298

SCOTLAND'S BEST.

WATSON'S (DUNDEE) No. "10" SCOTCH.

BOTTLED IN H. M. CUSTOMS DUNDEE.

WATKINS, LIMITED,

CHEMISTS AND DRUGGISTS, AND AERATED WATER MANUFACTURERS. (Crown Brand.) APOTHECARIES HALL, HONGKONG. [a38]

HIRANO.

THE LEADING MINERAL WATER OF THE EAST.

THE HIRANO MINERAL WATER CO., LD., KOBE.

AGENTS: F. BLACKHEAD & CO. Hongkong, 18th August, 1905. [1905]

W. BREWER & CO.

23 & 25, QUEEN'S ROAD.

LETTS' DIARIES, 1906.
A Search in Eldorado, by Macdonald ... 4.70
The Upton Letters, by T.B. ... 3.00
Siberia: a Record of Travel, Climbing and Exploration, by Turner ... 17.00
Henry Furniss at Home ... 4.70
Emerson's Works. "Poems" ... 1.50
Unicodes—Social Telegraph Code ... 1.90
Gibbon's Stamp Catalogue—Part 2 ... 2.20
"The Fifth of the Classics" Quotations from the Chinese Classics in daily use, by Dyer Ball ... 2.10
Part 26 and 27, Russo-Japanese War Diary—Maps and Illustrations, each ... 0.60
Norie's Nautical Tables ... 8.00
Geography of China and the World, with Coloured Maps ... 1.50
Nobody Knows, Illustrated, by Madeline Hall (Juvenile) ... 1.50
For very little Folk—A Jumble Book ... 2.70
NEW STOCK:
PLAYING CARDS in Great Variety
AYRE'S CHAMPIONSHIP TENNIS BALLS; EGYPTIAN CIGARETTES—Sultans \$2.00 per 100.
Sandow's "Grip" DUMB BELLS.
GUEST, WEDDING, and MENU CARDS.
GEN & CLINCH PAPER CLIPS.
AUTOGRAPH and other CHRISTMAS CARDS. Very Choice Selection. New Style. [a35]

CHUN SENG.

No. 39, QUEEN'S ROAD, HONGKONG. LATE OF H. MAIN STREET, YOKOHAMA
DRAPER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.
ALL NEW GOODS IN STOCK.
A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.
Hongkong, 27th May, 1905. [a129]

KELLY & WALSH, LD.,

HAVE REMOVED TO YORK BUILDINGS.

CHATER ROAD (Opposite Messrs. GAUPP & Co.)

LETTS' DIARIES 1906.
THE CONTEMPORARY No. 1 (NEW SHANGHAI MAGAZINE) ... 1.00
FIGHTING SHIPS OF THE WORLD 1905, by F. T. Jans ... 18.50
A DICTIONARY OF CONTRACTIONS IN DAILY USE ... 45
HEALING, MENTAL & MAGIC, by R. D. Stocker ... 10
TELEPATHY: WHAT IT IS & HOW IT IS DONE? by R. D. Stocker ... 90
SOUL CULTURE: SELF DEVELOPMENT, by R. D. Stocker ... 90
PHRENOLOGY: AUTO-CULTURE AND BRAIN BUILDING BY SUGGESTION, by R. D. Stocker ... 90
THE PRINCIPLE OF POPULATION BY MALTHUS, with Biography & Introduction, by Bethune ... 390
YOKOHAMA YARNS ... 175
CHINA COAST TALK, by Lisa Boon, 5th Series, No. 9, THE AGING THIRD ASSISTANT ... 1.00
CHRISTMAS CARDS for PRIVATE RECEPTIONS.
THE NEW SEASON'S PATTERNS now ready.
A NEW SERIES OF ARTISTIC HAND COLOURED STUDIES OF AMERICAN BEAUTIES, ARTISTIC HEADS AND SKETCHES OF THE FAR WEST.
THE HOUSEWIFE'S WHAT'S WHAT ... 2.50
VEGETARIAN & SIMPLE DIET, by Col. Kennedy-Herbert (Wynvern) ... 3.00
LIFE & HOW TO LIVE IT, by A. R. Aldrich ... 2.20
FITZMAN'S BUSINESS MAN'S GUIDE, by J. A. Slater ... 3.00
FITZMAN'S MANUAL OF BUSINESS TRAINING ... 1.90
FITZMAN'S BUSINESS TERMS & PHRASES ... 1.90
FITZMAN'S COMMERCIAL CORRESPONDENCE ... 1.90
ARDATH TOBACCO.
GRAVEN MIXTURE.
STATE EXPRESS CIGARETTES 555.
QUO VADIS Do. [a34]

KOWLOON HOTEL.

KOWLOON.

DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS AND RESIDENTS.
BILLIARDS AND BOWLING. LAWN AND GARDENS.
JAS. W. OSBORNE, PROPRIETOR AND MANAGER. 2068

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS.

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

	Per Case.
BRANDY * * * *	\$22.50
" * * *	20.00
" * *	16.75
WHISKY, PALL MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
" SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO
SIEMSEN & CO.
HONGKONG AGENTS. [a34]

HOTELS

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 persons.
131 Bedrooms.
Elegantly Furnished Reception Rooms.
Private Bar and Billiard Rooms for Hotel residents.
Hydraulic Lifts to each Floor.
Electric Lighting and Fans.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHANGERS MODERATE, AND NO EXTRA.

A. F. DAVIES, Acting Manager.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the MANAGER.
Hongkong, 24th July, 1905. [a1729]

CONNAUGHT HOTEL.

A FIRST CLASS HOTEL Situated near the Banks and Principal Offices. Excellent Cuisine and Wines. Large and lofty Rooms. Elegantly Furnished. Hydraulic Elevator, hot and cold water throughout. Special Rates for Tourists. Launch Service for Guests. For Terms, apply to the MANAGER.
Hongkong, 31st October, 1902. [a4]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH CHINA), MACAO.

HAS been re-opened under European management and most strict supervision as to food, cleanliness, and hygiene of the place. All comforts of a home. A most pleasant retreat for those desirous of a few days rest and quiet. Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao. Macao is 40 miles south-west of Hongkong. One steamer (ss. *Hongkong*), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres. Cable Address—"BOAVISTA." For Terms, apply 2411 THE MANAGER.

VICTORIA HOTEL.

SHAM-LEN-CANTON.

On the British Concession.

MACAO HOTEL.

MACAO, CHINA.

In the Centre of the Praya Grande.

Both Hotels under experienced European Management.

Every Comfort and Convenience for Residents and Tourists.

WM. FARMER, Proprietor.

J. WATT JAMESON & CO.,

MARINE SALVAGE ENGINEERS.

THIS COMPANY POSSESSES THE MOST POWERFUL & EFFICIENT SALVAGE MACHINERY. CONTRACTS UNDERTAKEN. TELEGRAPHIC INSTRUCTIONS ACTED UPON IMMEDIATELY.

The Company has the powerful steamer *City of Birmingham* (287 Tons, 750 I.H.P.) specially equipped with necessary gear for Salvage purposes, always ready at Short Notice. Telegraphic Address—"SALVAGE-HONGKONG" Hotel Mansions. A.E.C. 4th Edition, & 4th Floor. Agents for Messrs. SIEBE, GORMAN & Co. Submarine Funnels, Makers of all classes of Diving Gear, London. Hongkong, 3rd October, 1905. 2265

INTIMATION



A. S. WATSON & CO., LIMITED.

WINE & SPIRIT MERCHANTS.

"BULL DOG"

LIGHT ALE.

THIS ALE, brewed expressly for ROBERT PORTER & Co., LIMITED, is bottled under a special system which enables the best characteristics of a good English Ale to be combined with extreme lightness of character and a practical FREEDOM FROM SEDIMENT, a result hitherto deemed unattainable.

Per Case 4 doz. qts. \$18 Per doz. qts. \$4.50
 " 8 " pts. 24 " pts. 3.00
 " 12 " splits 27 " splits 2.40

SOLE AGENTS:

A. S. WATSON & CO., LIMITED.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR.
 Correspondents must forward their names and addresses with communications addressed to THE EDITOR, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.
 No anonymous signed communications that have already appeared in other papers will be inserted.
 Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
 Telephone Address: 333. Codes: A.R.O. 5th Ed.
 Editor's P.O. Box, 33. Telephone No. 12

BIRTH.

On 14th October, at Canton, the wife of E. C. DAVENPORT, M.R.C.S., L.R.C.P., M.B. London, of a son.

DEATH.

On 16th October, at Canton, ARCHIBALD CASSELL, chief engineer, s/o Ch' Yuen. Accidentally drowned.

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C.O.
 LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 18th, 1905.

The British people have long been regarded as the greatest tea-drinkers in Europe, but until the Board of Trade published its memorandum which we briefly summarised in our issue of yesterday, few of us can have imagined our tea consumption in the United Kingdom to be so enormously greater than the consumption in any other country of Europe. We have it, however, officially set down that in the United Kingdom over 61bs. of tea per head of the population are consumed yearly and that there is no other country in Europe, with the exception of Holland, where the consumption exceeds 11lb. per head. In view of what the memorandum tells us of the consumption of tea and the decline which has taken place in the cost of it to the consumer, it is very interesting to glance back over the history of tea in England. One of the earliest recorded instances of tea-drinking in England probably is to be found in the eternally interesting "Diary" of SAMUEL PEPYS. In 1660, PEPYS wrote: "I did send for a cup of tea (a China drink) of which I never had drunk before," but it was not until seven years later apparently that "the herb" found its way to his own house. At all events it is recorded in the year 1667 in these terms: "Home, and there find my wife making of tea: a drink

which Mr. PEPYS, the Potticary, tells her is good for her cold." Mr. PEPYS, the Potticary, had sold the tea to Mrs. PEPYS at a most enormous price—a crown an ounce at the very least. She had tasted the liquor once before; but then there was sugar in the infusion—a beverage only for the highest. She reflected that if tea should become fashionable, it would cost in house-keeping as much as her claret. PEPYS, however, assured his wife that the price was coming down; and he produced the handbill of THOMAS GARWAY, in Exchange Alley, which the lady perused with great satisfaction for the worthy merchant says that although "tea in England hath been sold in the leaf for six pounds and sometimes for ten pounds the pound weight," he "by continued care and industry in obtaining the best tea" was now able to "sell tea for 10s. to 50s. per lb." GARWAY mentions that he not only sold tea in the leaf but "many noblemen, physicians, merchants, etc., daily resort to his house to drink the drink thereof." Coffee and tea came into England as twin brothers, and by-and-by there sprang up all over London the famous coffee-houses, many of which have their merits enshrined in some of the best literature of the country.

It has been said that the history of tea from its first introduction to England, may be read in the history of taxation. The first tax is, indeed, a curious illustration of the mode of its sale. By an act of CHARLES II (1670) a duty of eighteen pence was imposed upon "every gallon of chocolate, sherbet, and tea, made and sold, to be paid by the makers thereof," and we may infer from this that tea was then practically unknown as a general article of diet even of the wealthiest. This mode of taxation must have required the presence of an excise officer in every coffee-house. Though the aforesaid Mr. GARWAY proclaimed that physicians among others daily resorted to his house to drink tea, there is abundant record of fact that doctors generally denounced its use and vituperated against it; but it nevertheless grew in favour. In 1688 the method of taxation was changed to a Customs duty of five shillings per pound, and this lasted for half a century. Tea was so expensive a luxury apparently that in the *Tatler* of 1710 it is stated on the authority of an "antiquary who has searched the registers in which the bills of fare of the Court are recorded," that instead of tea and bread and butter, which had prevailed of late years, the maids of honour in QUEEN ELIZABETH's time were allowed "three rumps of beef for their breakfast." We have no record of the number catered for, but in charity assume the number to have been large indeed. Yet in spite of prohibitory tariffs tea forced its way into common use, and when in 1745 the Government reduced the taxation to "1s. per lb. and 2s. per cent. on the gross price" the consumption increased by leaps and bounds. In 1745 the home consumption was 730,729 lbs.; the following year that figure was trebled. Men began to rail at the excessive use of tea which in 1745 was described as having become "so common that the meanest families, even of labouring people, particularly in boroughs, make their morning meal of it, and thereby wholly disuse the ale, which heretofore was their accustomed drink; and the same drug supplies all the labouring women with their afternoon's entertainments to the exclusion of the twopenny." Notwithstanding the ridicule of the wits, and the prejudices of those who urged that the popular use of tea would ruin agriculture by diminishing the demand for malt liquors, a view taken by various administrations in the eighteenth century, who accordingly adopted as a policy the fiscal folly of prohibition—the tea-drinking habit had become so rooted in the people that no efforts of the government could destroy it. When the excise duty was repealed in 1834, and retail prices were brought down to a figure within the means of the general populace the consumption increased remarkably. In 1833 the consumption of tea in the United Kingdom was ten million pounds more than it was sixteen years before. In the next fifteen years, bringing us down to 1848, the nation was consuming seventeen millions more than in 1833; the total amount retained for home consumption in 1848 being 48,735,791 lbs. When it is stated that the consumption in the United Kingdom is now over 250 million pounds a year, it simply shows what "hardened and shameless tea-drinkers" the English people have become. It is an interesting speculation whether the fact of the extraordinary popularity of tea in England is not traceable to the prohibitive taxation placed upon it in its early days. Even in the early part of

the last century tea which sold for eight shillings in England could be procured for fourteen pence in Hamburg. The very expensiveness of the article, combined with the avowed hostility of the brewers towards it, probably only increased the eagerness of the people to procure it.

At the Hongkong branch of the Royal Sanitary Institute last night Dr. Pearce, M.O.H., lectured on "The Atmosphere."

The Chief Justice, Sir F. T. Pigott, is expected to return from his holiday in Japan this morning by the C.P.R. steamer *Athenian*.

Yesterday most of the Volunteers left camp after the morning drill with Maxim and 15 B.L. guns. For those who remained there was musketry practice, and in the afternoon work with the machine and big guns was resumed.

We gather from the London papers to hand by the last mail that Sir Henry Irving was to commence a provincial tour on October 2nd. It was "not intended to be his farewell visit to the provinces." He intended to go on tour in America next year.

There is no more convincing evidence of the poverty of the people of the Philippine Islands, says the *Cebuensis*, than the great lack of cattle and hogs everywhere noticeable in the country. This is particularly true because of the excellent facilities which the islands afford for rearing these animals.

Scottish newspapers announce that the Rev. John Watson, who has been minister of Kelso North United Free Church for ten years, has accepted an invitation to return to missionary work at Amoy, under the auspices of the English Presbyterian Church, and will shortly be ordained at Berwick.

His Excellency Tong Shao Yi, High Commissioner of the Imperial Chinese Mission to Tibet and India, is, with his staff, returning. He arrived by the *Leisong* yesterday on his way to Peking from India. His Excellency will try to spend a day or two at Canton, his native city, but will proceed to Peking via Shanghai and Tientsin by the earliest boat. He is travelling privately and is not likely to stop in Hongkong at all.

Speaking at Gravesend on behalf of the Waterside Missions, the Bishop of Rochester said sailors were the finest type of humanity on God's earth, and that there was no man to whom he would more readily raise his silk hat than to the British mariner. He had learned that Admiral Toze was baptised at Gravesend, and he invited all the local clergy to search their registers in order that the interesting event might be more prominently recorded.

An influential committee was formed in London to accord to Mr. Eugen Sandow a public reception on his return from the Far East. A special train was chartered by the committee, to meet the steamer at Dover. Mr. Sandow was to return by this train. A large number of applications had been received for the reserved enclosure at Charing Cross Station, while a crowd of admirers of Mr. Sandow and his work were expected to join in the popular welcome.

The growing importance of the marine service in Indo-China has rendered it necessary to appoint a general officer, who will exercise his authority over all the personnel and material in Indo-China. The local Tonkin station will not in future have a superior officer. In accordance with this decision Rear-Admiral de Maurel has been nominated to the command in Indo-China, and Rear-Admiral Boisse appointed commander of the division of the French squadron in the Far East.

The Government *Gazette* of the Straits contains the draft of a bill to consolidate the law relating to merchant shipping, a consolidation which has long been desirable. The draft with summaries, etc., fills not far short of 200 pages of the *Gazette*. It is stated that the whole object of the Consolidation Ordinance is to provide a manual of the law of merchant shipping as administered in the Colony. The Bill was undertaken in consequence of the repeatedly expressed desire of the Chamber of Commerce and the mercantile community to have all the law in one Ordinance framed on the model of the Merchant Shipping Act 1894.

ROYAL HONGKONG GOLF CLUB.

The quarterly meeting of the Golf Club was held at Happy Valley on the 14th to 17th instant when the following returns were made. Mr. W. J. Saunders swept the board with a fine net return of 73.

MCKEN CUP.	
Mr. W. J. Saunders	86 - 13 = 73
Mr. W. D. Kraft	84 - 8 = 76
Mr. C. M. G. Burnie	77 + 1 = 78
Mr. A. B. Rouse	99 - 14 = 85
MARTIN CUP AND BOGEY.	
Mr. W. J. Saunders	2 up
Mr. T. S. Forrest	2 down
Mr. W. L. Martin	2 down
Mr. C. M. G. Burnie	4 down
Mr. C. E. H. Beavis	4 down
POOL.	
Mr. W. J. Saunders	86 - 13 = 73
Mr. C. M. G. Burnie	77 + 1 = 78
Mr. M. A. Murray	85 - 7 = 78
Dr. W. L. Martin	86 - 8 = 78
Mr. A. B. Rouse	99 - 14 = 85
* Winner of McEwen Cup, Bogey.	
Martin Cup and Pool.	

In the case of a man charged with disorderly conduct, Mr. Plowden, the well-known wit of the London magisterial bench, asked the policeman if the prisoner was drunk at the time. The constable was remarking that he "really could not conscientiously say that," when Mr. Plowden interrupted him with, "Oh, don't, for any sake, do hurt to your conscience. Most of us haven't got one. When you have one, treat it tenderly."

TELEGRAMS.

[BY COURTESY OF THE JAPANESE CONSUL.]

RATIFICATION OF THE PEACE TREATY.

Tokyo, 16th October, 7 p.m.
 The Peace Treaty of Japan and Russia was ratified by His Majesty the Emperor of Japan as well as by the Czar of Russia on the 14th instant, and information of the ratification of the Treaty was exchanged by both the Governments on the 15th instant.

The whole of the terms come into force from the date the information was received.

The Japanese Government has promulgated it in the *Government Gazette* of the 16th instant by Imperial Decree.

"DAILY PRESS" SERVICE.]

THE LATE SIR HENRY IRVING.

LONDON, 17th October.
 The burial of Sir Henry Irving, the famous actor, is to take place on Friday in Westminster Abbey.

GERMANY'S SOUTH AFRICAN TROUBLE.

LONDON, 17th October.
 Several German successes in the operations against the Hereros in South Africa are reported.

[REUTER'S SERVICE.]

GREAT BRITAIN AND GERMANY.

LONDON, 15th October.
 The *North German Gazette*, confirming Reuter's of the 14th instant, says that Great Britain's communication, which was spontaneous and confidential, was received in Germany in the same loyal spirit in which it was made; the assertions of *Le Matin* had not given any occasion for an Anglo-German diplomatic incident, and the semi-official statement was regarded in Berlin as closing the matter.

SUPREME COURT.

Tuesday, 17th October.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

CLAIM FOR GOODS SUPPLIED.

Tak Cheung Tai, trader, of No. 8 Circular Pathway, sued Tung Tai and Cheung Hop, lately trading under the style of the Yan Wo Cheung, to recover the sum of \$48.63, balance due for goods supplied.

Mr. R. Harding (of Messrs. Ewins, Harston and Harding) appeared for the plaintiff, and Mr. R. A. Harding represented the Tung Tai firm.

Mr. R. Harding stated that all the goods in respect of which the money was claimed were delivered to the Yan Wo Cheung, mentioned in the writ as having as partners Tung Tai and Cheung Hok. In the middle of the present Chinese year the Yan Wo Cheung closed and the Tung Tai sprang up in its place. It was practically the same firm, and he would prove to his Lordship through a partner that the Tung Tai took over the business of the Yan Wo Cheung, also its assets and liabilities. He could produce an acknowledgment that the money was owing the Yan Wo Cheung.

On the evidence his Lordship gave judgment for the defendants with costs.

DES VOEUX ROAD FIRE INQUIRY.

Mr. F. A. Hazeldine, who had conducted the inquiry into the circumstances attending the recent fire in the Cheung Lee furniture store in Des Voeux Road, yesterday gave his judgment. He said that the question which he had to try was under section 5. He was to express an opinion whether the investigation did or did not disclose any facts, and the only suggestion in which there could have been any evidence was the suggestion that the place had been understocked. On that point the evidence was so conflicting that he was not prepared, sitting there as a jurymen to say that the place was understocked. That being so, he found that the investigation did not disclose any facts and therefore he would order the inquiry to be closed and the premises to be released if they were not already released.

Inspector Warnock stated that they had been released.

Mr. Harding (for the owner of the Cheung Lee)—And the books to be returned.

Mr. Roche, on behalf of the Insurance Companies, objected.

Mr. Harding replied that there was no power to detain them.

His Worship said the books were not in the custody of the police.

This concluded the proceedings.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday afternoon at the Board Room. Hon. Dr. F. Clark (president) presided, and there were also present: Dr. W. W. Pearce, M.O.H., Major Josling, Mr. A. Rumjahn, Dr. Macfarlane, Mr. H. W. Slade, Mr. A. W. Brewin, Hon. Mr. W. Chalmers, Mr. H. E. Pollock, K.C., Mr. Lau Chu Pak and Mr. G. A. Woodcock (secretary).

CLEAN BILLS OF HEALTH.

Mr. POLLOCK had given notice of his intention to move the following resolution: "That, in view of the small number and the intermittent occurrence of cases of plague at the close of the plague season, it is desirable that the present practice to granting clean bills of health in connection with plague cases should be modified." Mr. Pollock now asked permission to postpone the motion until the next meeting of the Board, as he had not got together all the data and figures which he would like to place before the meeting when moving such resolution.

There being no objection, a postponement was granted.

INSUFFICIENT LATRINE AND URINAL ACCOMMODATION.

With regard to the report as to insufficient accommodation of this sort at Tsimshatsai Point the M.O.H. and A.M.O.H. reported as follows:—"It is impossible to suggest a site for a latrine which will not cause some person or persons to complain, but we think that the site which would be least objectionable and, at the same time, convenient is a piece of ground near I. L. 908. We have also interviewed the Secretary of the Hongkong and Kowloon Wharf and Godown Co. on the question of latrine accommodation in the company's ground. It appears that shortly the portion of Chater Road on the Harbour side of Macdonnell Road is to be enclosed by the company and the secretary suggests that he will then close the entrance to his coolie latrine from Macdonnell Road, and also the windows of the latrine opening into the road, making an entrance only from the company's private land. Should this not be found sufficient to remove cause of complaint he is prepared to do away with the latrine and replace it by erecting one on the roof of the coolie quarters on M. L. 11. In this position it is not likely to give cause of complaint as a similar structure has for a long time existed on the roof of the company's quarters on M. L. 10 without causing annoyance to any one. In addition to this, to prevent the latrines becoming a nuisance through being inadequate to meet the requirements of the coolies employed during the day by the company, the secretary is willing to erect here and there, close to the front of the company's property, several small latrines.

THE PRESIDENT moved that a copy of this report be forwarded to the Colonial Secretary for the information of His Excellency the Governor.

Mr. RUMJAHN seconded the motion, which was carried.

A QUESTION OF LAW.

The general manager of the Electric Tramway Co., Ltd., wrote bringing under the notice of the Board the want of latrine accommodation at Kennedy Town.

The M.O.H. minutes—"There is already a public latrine close to the junction of Queen's Road West with the Praya at Kennedy Town. I do not think there is at present any urgent necessity for another further west."

The President in a minute wrote that he considered it was the duty of the Tramway Co. to provide accommodation for its employees in this part, and it was not clear from the manager's letter whether he wished the Government to erect the latrine or proposed that the company should erect it. If the Tramway Company was an "industrial establishment," section 163 would require them to erect the latrine to the satisfaction of the Board.

Mr. POLLOCK did not think it desirable that this question of law should be discussed at the meeting, and moved that the matter be referred to the Crown Solicitor for his opinion.

The motion was seconded by Mr. RUMJAHN and carried.

A NUISANCE AT ALEXANDRA BUILDING.

Messrs. Lane, Crawford and Co., wrote to the Board complaining of a nuisance caused by the state of the lane between their building and Alexandra Building, through refuse being dumped into the lane by the different floors of Alexandra Building.

The M.O.H. who visited the lane with a Sanitary Inspector, reported that he found every justification for Messrs. Lane, Crawford & Co's complaint, the nuisance being caused in the following ways:—The servants sweep all the dirt and rubbish from the verandahs of their quarters into the lane below. Several absolutely inadequate sinks had been placed in the verandahs with small connecting pipes leading into a down pipe with hopper heads below each verandah level, and when the sinks are used the water splashes over the verandahs into the lane below, and the hopper heads are not adequately connected with the verandahs. Several of the rooms are used as kitchens by the servants and the food refuse is washed over the floors into the lane. He therefore recommended the following steps to abate the nuisance: The present openwork railings should be replaced by solid structures so that no refuse could be washed through to the lane; the sinks on the verandahs should be removed to within the kitchens; the hopper heads should be connected to the verandahs, so that washings from the kitchens would be carried into the

instead of being washed into the lane; at the corners of the verandahs four inch pipes should be fixed to take all washings to the hopper heads, so that it could not splash below; a small surface channel should be formed along one side of the kitchen and the floor sloped to it. These requirements were all that should be necessary to stop the nuisance, but, of course, it was impossible to prevent servants from wilfully throwing filth into the lane, and this practice could only be dealt with by prosecution of the offender, should he luckily be caught.

THE PRESIDENT said there had been a lot of complaint about the refuse from those offices recently built on the Praya front, and officers of the Sanitary Department had gone to a considerable amount of trouble in endeavouring to obtain an abatement of the nuisance. He thought under the circumstances, and as the matter had been discussed more or less publicly, that some of the correspondence should be laid before the Board. The Sanitary officers were doing their best to get the nuisance abated; letters had been written to the firms whose servants were offending in the matter and, accompanied by the Sanitary Surveyor, he had paid a number of visits to the places to see what could be done. Everything under their present powers was being done that could be done but, at the same time, he thought the matter should be brought before the Board. He thought that if they referred the matter to the Medical Officer of Health and the Sanitary Surveyor to take such steps as they found necessary to abate the nuisance, it would serve as an assurance to the Board that everything possible was being done.

Mr. BREWIN—in the report I notice that several inadequate sinks have been placed in the verandahs. Does that mean that they have been placed there since the erection of the building?

THE PRESIDENT: Yes.

Mr. BREWIN—And are the occupiers allowed to use those rooms as kitchens?

THE PRESIDENT—I don't know that we have any power to prevent it; but they have to comply with the kitchen regulations.

Mr. RUMJAHN wished to draw the Board's attention to paragraph 3 of the Sanitary and Conservancy bye-laws where it was stated that the occupier or landlord should make due provision for the removal of all refuse, waste, etc. He thought the occupier of the whole building was responsible for the throwing of refuse into the downpipes and that it was his duty to cause its removal into dust boats. He took it that if servants threw any excreta matter into downpipes the occupier was responsible.

THE PRESIDENT—That is a matter which must be decided by a magistrate. If it were the wish of the Board, the M.O.H. could be instructed to institute a prosecution to see whether the magistrate held Mr. Rumjahn's view.

Mr. RUMJAHN said offences like the present one were the general practice here. He knew of a case where the occupier of a top floor had been repeatedly cautioned.

Mr. LAU CHU PAK thought it was unreasonable to proceed against a master for the action of his servant. The master could never find out what his servant did, and in his presence the servant would not do anything of the kind. He did not agree with Mr. Rumjahn.

THE PRESIDENT, quite agreed with Mr. Lau Chu Pak. There were many actions of servants which a tenant could hardly hold responsible for, and this was one of them. What they could do as a Sanitary Board was to require provision of downpipes and ordinary sanitary arrangements which would render the excreta innocuous if run into such pipes. He moved that the matter be referred to the Medical Officer of Health and the Sanitary Surveyor to take such steps as might be necessary to abate the nuisance.

Mr. LAU CHU PAK seconded the motion which was carried.

EXAMINATION OF SAMPLES.

Mr. Frank Brown, Government Analyst, reported having examined samples of milk, whisky and rum. Of twelve samples of milk only one was found adulterated, while the examination of four samples of whisky and four of rum proved that all were genuine.

LIMEWASHING.

For the fortnight ended 10th October, 4,412 houses were limewashed in the Eastern and 3,765 in the Central District.

BAT RETURN.

For the week ended 7th October 559 rats were caught of which 21 were found to be infected. Of the 572 caught for the week ended 14th October, 18 were infected.

Mr. RUMJAHN minutes—"The practice of emptying urinals into down pipes has become general among servants in large blocks of buildings causing a great annoyance and nuisance to the stores below. This should be rigidly stopped."

Mr. H. E. POLLOCK, K.C., agreed with Mr. Rumjahn.

Mr. LAU CHU PAK was also of the same opinion. But where was the urine to be taken to? The people living in the houses were not allowed to carry pots downstairs and empty them into the drains. A place should be provided for its reception in every house.

THE PRESIDENT, in a minute, said the trouble was to catch the offender. When he was caught in flagrant delicto he could be prosecuted. The Sanitary Surveyors required the owners to provide a trap connecting to the drains, and this was being done.

Three novel tests for drunkenness were described by a prisoner at the Mansion House yesterday. He was compelled to walk a line on floor, read from a newspaper, and stand on one foot with the ball of the other foot resting on the calf of the leg.

CORRESPONDENCE.

THE PUBLIC LIGHTING.

[TO THE EDITOR OF THE "DAILY PRESS."]
Dear Sir, I would like to bring to the notice of the authorities the need of having the street lamps lighted earlier than is at present done. To my knowledge certain streets in the Colony, to wit, Causeway Road and its vicinity, are in total darkness before the gas is turned on. This renders the public thoroughfare dangerous for traffic. I trust the "powers that be" will see their way to remedy this grievance and so confer a boon on the community.—Yours truly,
ELGINITE.

Hongkong 17th October 1905.

CANTON.

[FROM OUR CORRESPONDENT.]

16th October, 1905.

CHAU TUNG-SANG'S CASE.

Viceroy Sham is reported to have received information that Chau Tung-Sang is at present in Hongkong. He has ordered Wen Tsai and deputy Wei to proceed to that port, and they left this morning by the *ss. Pusan*. They have instructions and the necessary authority to demand Chau's extradition. I am afraid the Viceroy's information is incorrect and that his two deputies are both on a wild goose chase. I learn that Chau is now beyond the clutches of the Chinese authorities. It is reported that he arrived in Hongkong on the 11th instant by the *ss. Bayern*. Mr. Fung Wa-Chuen went to meet him on board, and Chau stayed in his house till the following morning when he left for Bangkok. Sham, having no extradition treaty with China, Viceroy Sham will be denied the pleasure of seeing Chau within the walls of a Canton prison. A curious coincidence is that Mr. Fung Wa-Chuen, who arrived in Canton on Saturday, left this morning by the *ss. Pusan* with the deputies who are instructed to obtain Chau's extradition, and who both expect to find him in Fung Wa-Chuen's house. Mr. and Mrs. Ho Tung were also passengers by the same steamer.

It is rumoured that two of the inmates of the Tai-Tung Yamen, where Chau Tung-Sang's concubines and maid-servants are detained, have died.

SQUEEZE.

The owners of the fan gambling houses in Ping-cheon have denounced to Viceroy Sham the military official of that city who is levying a squeeze on them. The Canton Kwong-Hip has been ordered by His Excellency to proceed to that city to investigate into the affair.

A LONG QUARREL.

On passing through one of the streets in the walled city on Saturday morning I saw two Chinese women exchanging a few choice expressions from opposite windows. The crowd that had gathered beneath were being acquainted with all the black deeds committed by members of both families. When I returned four hours later the quarrel was still continuing and the onlookers learnt by that time who were the notorious members of both families for at least five generations back!

HOUSE OF STAMEN.

A strange accident occurred on the morning of the 13th inst. It appears that when the *ss. Kwang Chow* was steaming up to her buoy a junk was almost collided with. In trying to avoid the junk the steamer ran into a house on the Honam which naturally collapsed. The owners are now asking for \$500 damages. The matter will, no doubt, be amicably settled.

LOCAL SPORT.

A football match was played here yesterday between members of the I. M. C. and the crew of H. M. S. *Sandpiper*. The game ended in a draw. This is the first match played on the new recreation ground.

DROWNING FATALITY.

Mr. Archibald Campbell, chief engineer of the *ss. Chi Yuen* (China Merchants Steam Navigation Co.), was accidentally drowned this morning. It appears that he slept on deck last night in a long chair and was last seen at about 1.30 a.m. It is surmised that he got up a little later and must have overbalanced himself while walking along the rails of the steamer. His body has been recovered and an inquest held at the Consulate to-day. The jury returned a verdict of accidentally drowned.

POLICE COURT.

Tuesday, 16th October.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

RETURNED FROM BANISHMENT.
Liu Kin, for returning from banishment, was sentenced to one year's imprisonment and six hours in the stocks.

A COLOURFUL MERCHANT.
Martin George, a man of colour, charged with begging after being told to desist, said he did not belong to the country, but was told he must obey the laws of the country. He was sentenced to one month's hard labour.

THE FERRY DISASTER.
Lo Fuk, master of the ferry boat *Evening Star*, was charged with the manslaughter of two female Chinese. Yesterday morning at 5 o'clock his boat ran into a sampay and capsized, resulting in two women being drowned. He was remanded for a week pending the recovery of the bodies, but being allowed in \$100.

BEFORE MR. G. N. ORME (SECOND POLICE MAGISTRATE).

GAMBLERS.
As the result of a police raid on premises at 35 Bridges Street fourteen natives were charged with gambling. They were playing *min yung*. The first and second defendants were fined \$40 each and the others \$3 each.

PARIS LETTER.

PARIS, 15th September.

THE SHOOTING SEASON.
September, which is one of the nicest months in the year, marks the opening of the shooting and hunting season in France. Although *La Chasse* is a term which means less in this country than it does in England it is becoming more and more an institution with the French—and the development of the sporting instinct in France within recent years has been very remarkable. Thus, last year (1904) at this time the *Préfecture de la Seine* issued 2,246 shooting licences to aspiring Nimrods; during the same five days this current year (1905) the number was 3,097. Something between 450,000 and 400,000 shooting licences are taken out annually in the whole of France. As each licence costs 40 francs, this represents a very welcome addition to the revenues of the State as well as the *Communes*. (The *Communes* is the territorial unit of the country for administrative purposes. There are 36,000 *Communes* in France widely differing in area and population. Each can have its proper Municipality or may coalesce, or unite together in order to economize and facilitate administrative work.) Permission to carry a gun *port d'armes*, as it is called, may be obtained at any *Préfecture*; it costs, as already stated, 40 francs, and is valid for only one year. The sportsman should always carry it about him, since any authorized guard may always demand to see it; and, if not produced a summons may be issued which will be attended by expense. Sporting must not be on another's property without leave, and on no unenclosed property out of the season, which is from the 1st September to the 1st March.

POOR SPORT.

Very few of the French "hunters" or *chasseurs*, to give them their proper name, get anything but fresh air and exercise in return for their permission to shoot at large. Game is not too abundant in France, except on private estates, where the *chasseurs* may not go. In any case, if the French Nimrod does little harm with his gun—save where he shoots his faithful dog—a common occurrence—he does a lot of good to those who live by providing facilities for the enjoyment of the shooting season. This is why gamebirds, ammunition dealers, and game breeders, tanners, tailors, bootmakers—for in France the special outfit or *uniforme* is the principal thing—rivalry companies, have all reason to feel grateful for the growth of the sporting appetite. Every pleasant shot in France on a preserved shooting cost the proprietor of the estate between 30 and 35 francs. For less than the fifth of that sum you can buy a pleasant in the Paris markets even when game is scarce. Of course by so doing you kill the picturesque elements, you forego the fierce delights of the *chasse*, while you have no excuse for putting on your quaint sporting outfit, if you are only going to market. No wonder that every true Frenchman's motto is *Vive la chasse*, though he knows nothing.

The Halles Centrales look uncommonly attractive since the beginning of the month, so does the outside of leading restaurants, poultry, and grocers—for the latter sell all sorts of game in France. Prices during the first fortnight are proverbially exorbitant, but then game is considered a *primier* when it first comes in. Hares are actually selling at from 10 to 12 francs each; they are French animals. German hares can be had at from 7 to 10 francs. Venison which is still scarce, and deer from French Lorraine sell at prices varying from 50 to 60 francs each. Partridges—which are rather a disappointing feature this year so far—command from 5 to 6 francs a brace. As time goes on, prices become cheaper, and supplies more abundant. All wealthy Parisians feast during September on game as a matter of course, since it is *de rigueur*.

AN UNUSUAL PICTURE OF THE KAISER.
Many will be delighted to learn that the Kaiser is not at all so black as he is painted. According to a French contemporary, the Kaiser is incorrectly represented abroad, but his true character is far from being well known even by his own subjects. The devious activity which keeps him busily travelling over his Empire, and taking his yacht to widely-separated seas, causes people to picture the Kaiser as possessed of the most gigantic designs. He is supposed to be voluntarily absorbed in marvelous combinations whose extent embraces the entire world; and when, with the dramatic setting with which he loves to surround all his actions, he appears in any place, the most fantastic plans are attributed to him. "How far this is from the truth!" exclaims the writer of the article in question. "If Norway had not thought it her duty to proclaim her divorce from Sweden, the Emperor would have taken his usual cruise this summer, and we should not have had the sensational meeting at Bjorkoe. But the King of Sweden requested the Kaiser to modify his itinerary this year, and the Emperor went for a cruise in the Baltic. Nothing certain has yet been made known about the mysterious meeting of the Czar and Kaiser; the future will not tell us much more, for in reality nothing exceptional occurred. The Kaiser, we are told, is of an extremely lively temperament and intellect, and he likes to exchange ideas, to pay and to receive visits. He does not mind if he causes the world to hold its breath at times, and it must be admitted that modesty is not the dominant trait of his character. But it should not be imagined that he is for ever studying problems of grandeur and supremacy. His Majesty is, indeed, less occupied with questions of foreign politics than is generally supposed. With his great facility of assimilation he often, in a rapid bird's eye view, touches on these matters

rapidly, leaving the care of following them closely to the Imperial Chancellor. It would be a profound error to picture the Kaiser always absorbed, his finger on his brow, in contemplation of the map of the world, and ever ready to re-arrange it. He is—and this will surprise a great many people—"by nature a man of peace, who does not wish to upset anything; but he feels the necessity of a nervous activity which makes him fear he is wasting his time if he is not displaying his energies. William II is not a sovereign of the old school. He is not haunted by ideas of the domination of the world. He is on the contrary a very modern man; and if he was not the German Emperor, he could well be compared to President Roosevelt." So much for a Frenchman on the Kaiser, whose information was communicated to him by a diplomat who knows the Emperor intimately.

THE WEALTH OF FRANCE.

Those who considered France to be a poor country, made a great mistake. After peace was proclaimed between France and Germany in 1871-72, Bismarck exclaimed "I thought too much of their country and not enough of their money. The French are wealthy, because essentially thrifty. There is no disregard in France, as is so often the case in England, for the future, which leads an English *ouvrier*, or workman, to spend all his week's wages during the week, arguing that on Saturday he will receive the price of another week's work. The average Frenchman is more careful; in no country in the world is the policy of putting something by for a rainy day more carefully noted up to. Thus, when a Frenchman wishes to take his wife and children for a holiday, he can draw upon his savings; if he is sick he can do the same, and is also able to give his daughter a handsome *dowry* when she gets married.

CANDIDATES FOR THE PRESIDENCY.

The two most powerful candidates at the present moment for the French Presidency are M. Fallieres, President of the Senate, and M. Doumer, President of the Chamber. M. M. Brisson, Bonrgois, Dufay, and Rouvier, have also their supporters, especially M. Bonrgois. The coming Presidential election promises to be exceptionally keen. May the best man succeed M. Loubet!

A NEW OVERSEA FORCE.

IMPORTANT PROPOSALS.

In high military circles it is stated that the War Office are desirous of raising an Imperial force to supplement the regular army for India and Colonial defence. The recent examination of volunteers on Salisbury Plain and elsewhere is said to be connected with the proposal. Men of the Militia and Volunteer corps who are efficient soldiers and good marksmen are to be asked to enrol themselves in the Foreign Service Legion on somewhat similar lines to the sections of active service volunteers now existing. These Imperial soldiers will remain in civil life, but will be trained together annually in large centres, and offered to the Reserve of Officers, which is to be reorganised and considerably augmented to satisfy the needs of the new Oversea Force. The force will be largely composed of Militia, and will, it is understood, be independent of the home volunteers, who are to remain in much the same state as at present, the only prospective alteration being the reorganisation of the Field Army and Volunteer Brigades allotted for home defence.

Proposals are to be made shortly for obtaining a greater supply of officers for both the Militia and Volunteers, and there are indications that the latter will be more liberally dealt with in the near future. The scheme, which has been carefully guarded pending certain statistics being obtained by the authorities on which to base the new fighting army, is spoken of as an honest attempt to produce a powerful reserve army without unduly weakening the defence of the home islands, which at the same time readjusts conscription negatively.—*Naval & Military Review*.

A SURPRISE VISIT TO THE "DIADEM".

An interesting little ceremony took place on Sunday morning, the 8th inst., when the members of the Tokiwaki, an association of girls graduated from the Kobe Higher Elementary Girls' School, many of the members of which, however, are now married, paid a visit to the flag-ship *Diadem* and presented baskets of flowers to Admiral Noel. The party, about 10 in number, was accompanied, says the *Japan Chronicle*, by the teachers of the school and left the Western Customs hatbox in two lighters towed by a steam launch, at about 9 o'clock. When the party reached the *Diadem* the Sunday service was in progress, and the lighters rowed round the *Huger*, *Andromeda*, and *Natalie*, which were lying near the *Diadem* and while away the time, the girls being warmly responded to by the officers and men. The party then roved up to the *Diadem* and Mrs. Teakmote and Miss Adachi, a teacher in the Kobe Higher Girls' School) proceeded on board and presented the baskets of flowers. The ladies were shown to the Admiral's cabin and introduced to Admiral Noel, who immediately expressed the desire that the whole party should come on board. When the whole party, "Bananas," and Admiral Noel was evidently highly delighted and not a little surprised when the party joined in singing the British National Anthem in English. This was followed by the singing of the *Kimigayo* and the *Kyogiza* *kyōka* ("Greet! Greet!") Admiral Noel said that he was very pleased to hear Japanese girls sing the British national anthem, and the visit would long remain in his memory. He added that, if previous notice had been given, he would have arranged a tea party on board. The young ladies were then shown all over the ship, spending about two hours and a half on board. Some pretty picture cards were presented to the officers, and Admiral Noel in return gave the young ladies hat bands with the name of the *Diadem* printed in gold.

LATEST STEAMER MOVEMENTS.

The C.P.R. *Empress of India* arrived at Yokohama at 1.30 p.m. on Monday, the 16th inst., and left again at 6 a.m. on Tuesday for Kobe, where she is due to arrive at 6 a.m. to-day. The C.P.R. *star* *Tartar* left Vancouver on Monday, the 16th Oct., p.m. for Hongkong via the usual ports of call. The *Ben Line star* *Beunehor*, from Antwerp and London, left Singapore yesterday, and is expected here on the 22nd inst.

PROPOSED JAPAN-KOREA TARIFF UNION.

TO ENCOURAGE JAPANESE EMIGRATION.

The *Chungai Shogyo* advocates a revision of the tariff between Japan and Korea. Our Tokyo contemporary urges that the question of a tariff union between the two countries, which was made the subject of discussion at the recent conference of the United Chambers of Commerce, merits the serious attention of the Government. The total trade between Japan and Korea last year was only 26 million yen, but judging from the remarkable progress made in the past, there is little doubt that the trade admits of greater development if some means of encouragement can be devised. The existing import tariff of Korea amounts to 7½ per cent., which is not very high compared with that of other countries and excepting China. Japan's trade with Korea predominates in the past, there is little doubt that the trade admits of greater development if some means of encouragement can be devised. The existing import tariff of Korea amounts to 7½ per cent., which is not very high compared with that of other countries and excepting China. Japan's trade with Korea predominates in the past, there is little doubt that the trade admits of greater development if some means of encouragement can be devised.

Thus, in the opinion of the *Chungai Shogyo*, the tariff arrangements between Japan and Korea as they now stand, are likely to prove an obstacle to Japanese emigration to Korea. Some years ago Russia concluded with Korea a tariff union under the name of the Russo-Korean Overland Commercial Treaty. By this instrument certain places of Korea were opened to trade between Russian and Japanese goods. It was agreed that a duty of 5 per cent. should be levied in case of goods being carried out of the limits. The treaty is now a dead letter, but should it be reconstituted it would prove a serious blow to Japanese trade. Some people seem to doubt whether a tariff union between Japan and Korea would not be contrary to the "equal opportunities" stipulation in question; however, being intended to recognise the rights and interests in Korea of countries other than Japan, the latter's action in the matter of tariff union will not be hampered by it in the least. It is desirable that the Government should take this matter in hand and make such arrangements as to place the exports and imports between the two countries under a low duty and thus encourage Japanese emigration to Korea.—*Japan Chronicle*.

PROGRESS IN SIAM.

THE KING'S REVIEW OF THE YEAR'S WORK.

The following summary, says the *Bangkok Times*, gives the leading points of the reply of His Majesty the King to the addresses of congratulation made in the name of the Princess (by H. R. H. Prince Phisun Boromakasi) and of the officials (by Chao Phya Bhuvanavongse) of the occasion of the Royal Birthday. As Sovereign, His Majesty said, he had an opportunity of hearing testimony to the love shown by the people and to the constant efforts made for the advancement and prosperity of the country. It had for many years been His Majesty's custom at these assemblies to review the work of the past year, and in the year just ended many things had been done for the good of the Kingdom and the people. A law had been passed amending the law on slavery as still existing in a few parts of the country. Next the speech of the King to the people, which had been decreed for, for gambling houses had been closed, and a provision had been made to all efforts to foster honest industry. Further, a new law regulating service in the army had been enacted, to remove the grievance formerly felt by all who had been subject to this service, and also to render this service more efficient. A commission for the codifying and amending of the laws, old and new, had been appointed. This work would still work of the highest importance for all. Not a little, too, had been done in providing better facilities for trade by means of new land and by railways, and by opening up new land for cultivation by means of irrigation canals. The lock on Klong Farnah, which would be the highest value for the boat traffic between the Muan Chao Phya and the Bangkok River, had been completed, and permission had been given to the *Yanaka* Co. to open up land by digging klongs in a section of land in the Sakun Nayok district. In railway work the Tachin railway had been completed and opened, and another section to the Mekong River was to be undertaken. On the State Railway the northern line had been completed to Paknamphong and would shortly be opened, while the work of constructing the line from Bangkok to the Bangkok River would shortly be begun. Railway construction required a large expenditure of capital, and it was desired to push on with the work of construction faster than was possible with the money thus available. The example of foreign countries in borrowing money for such works, had therefore been followed, and a foreign loan was successfully issued. The readiness with which the money had been lent in the stability and prosperity of Siam. Owing to the abolition of the gambling houses other sources of revenue had to be asked to yield more, as in every State when the revenue was insufficient for the needs of the country, and the paddy had tax had therefore been increased, this being justified by the state of agriculture. As regards improvement of the new railway, the Hackney (arriving at the new Tramway, and the new Chinese Hospital. In conclusion His Majesty appealed to all the officials to assist in promoting the advancement of Siam.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 17th at 11.55 a.m. The barometer has fallen over China and Japan. The low pressure area now over the E. of Japan. Pressure is highest over N. China. Gradients continue slight, and moderate monsoon may be expected in the China Sea. Channel and the N. part of the China Sea. Forecast:—Moderate E. winds; showery.

THE

"NO. 2 FOLDING BROWNIE." A PERFECT POCKET CAMERA.

FOR
\$12.00.

LONG, HING & Co.,

No. 17, QUEEN'S ROAD.

39

THE BURLINGTON.

2, PEDDER STREET, OPPOSITE THE HONGKONG HOTEL.

WINTER MILLINERY & READY-MADE COSTUMES

OF THE
LATEST FASHIONS (JUST ARRIVED).

A LARGE ASSORTMENT OF AMERICAN & FRENCH SHOES;
SMARTEST SHAPES.

A VARIED SELECTION OF TRIMMINGS & RUCHINGS

HATS & DRESSES MADE TO ORDER WITH PROMPTITUDE & EFFICIENCY.
BEST VALUE IN THE COLONY.

Hongkong, 17th October, 1905.

NORTH CHINA INSURANCE CO., LTD.

The report for presentation to the second ordinary general meeting of shareholders, to be held at the offices of the company at Shanghai on Tuesday next reads as follows:—The directors beg to submit, for the information of shareholders, the annexed duly audited statement of the company's accounts to the 30th June, 1905.

1904.—The balance at credit of this account is Tls. 344,232.79, and after deducting an interim dividend of 7½ per cent., aggregating Tls. 29,032.26, paid on the 1st May last, there remains a sum of Tls. 315,200.53, which the directors recommend should be appropriated in the following manner:—

A final dividend of 7½ per cent. on the paid-up capital.
A bonus of 15 per cent. upon contributory premiums.
Tls. 100,000 to the credit of a silver reserve fund.
Tls. 50,000 to the credit of an "exchange and investment fluctuation account."

And the balance to be transferred to underwriting reserve account, closing the account for 1904.

1905.—The Balance at credit of working account to the 30th June amounts to Tls. 302,533.37.

Reserve Fund.—Acting under the powers conferred on them by the articles of association, the directors decided to convert the Tls. 800,000, referred to in the last report, into a permanent sterling reserve fund, and it now appears in the balance sheet as £100,000.

Directors.—In accordance with the provisions of the articles of association, the directors all retire, but being eligible, offer themselves with the exception of Mr. Matthews, who is leaving for home—for re-election. Notices in writing of candidature for the seat vacated by Mr. Matthews will be received at the head office, up to 16th October.

Auditors.—The accounts have been audited by Messrs. Wingrove and Hayter, and they again tender their services to the Shareholders.

By order of the court of directors
W. M. GEO. BAYNE,
Secretary.

Shanghai, 9th October 1905.

RAILWAYS IN CHINA.

RAILWAYS CONSTRUCTED.

Mr. J. W. Ragsdale, American Consul-General at Tientsin, has submitted to his Government what he believes to be a complete schedule of railways constructed and projected for China. It is as follows:—

Eastern Chinese—Russian money loaned by Russia; from Siberia to Yankow. The Chinese Government has Tls. 5,000,000 invested.

Southern Manchuria—Russian capital; from Yingkou to Port Arthur and Dairen, 80 miles; British capital and Tls. 2,000,000 of Chinese capital.

Chinghai—Belgian and French capital; from Tientsin to Hankow, 131 miles. Shanhaiwan; British capital; from Shanhaiwan to Hsinmintun; 240 miles; cost Tls. 160,000,000.

Amoyensis Chihli—Branch lines beyond Shanhaiwan; one from Jinhua to Hsinmintun; one from Ninko to Naungtao coal mines; cost Tls. 1,500,000.

Chinghai—Belgian and French capital; from Tientsin to Paoingfu. This is a portion of the Luan line.

Luan—Belgian and French capital; from Luanzhou to Hankow; 933 m.; capital Tls. 4,000,000 of which Tls. 13,000,000 is owned by the Chinese Government.

Luhai Branches—From Linliho to Chaktien in Fangshan district, 9 m.; from Junction to (1) in Fangshan, 57 m.; to (2) in Fangshan, 83 m.; from Kaiton, 57 m.; to (3) in Fangshan, 83 m.; from Yencheng to Chaktien, 40 m.; capital Tls. 1,700,000.

Sunghe—Belgian and French (British?) capital; from Shanghai to Wusung; 10 m. Paid for by the Luhn money.

Atschi—German capital; from Kiaochoan to Chinghai; 843 m.; capital £15,000,000.

Lungchow—French capital; from Lungchow to Kwangsi to Annam; 50 m.; capital Tls. 9,000,000.

Chenghai—Russian with French capital; from Chenghai to Chihli, to Taiyuanfu, in Shanai; 167 m.; capital Tls. 8,800,000.

Tuchien—United States; from Canton to Hankow; 800 m.; capital Tls. 40,000,000.

The last named road has recently passed into the hands of the Chinese. It will be noticed that Mr. Ragsdale has omitted the important line now in course of construction by the British and Chinese corporation, connecting Shanghai and Nanking.

THE ROBINSON PIANO CO.

PIANOS \$375.

SUPERIOR TO MOST OTHERS
AND THE ONLY PIANOS

MADE IN HONGKONG

FOR THE CLIMATE

OF HONGKONG.

CREDIT SYSTEM

IF REQUIRED.

IMPORTED PIANOS

AT

HOME PRICES.

STEINWAY,

BECHSTEIN,

HOPKINSON,

HAAKE,

WINKELMANN,

KRAUSS.

BABY GRANDS

AT PRICES OF COTTAGES, AND
OCCUPYING SAME SPACE.

THE APOLLO PIANOLA.

\$350.

1,000 NEWEST VICTOR RECORDS

AND

TALKING MACHINES.

Hongkong, 17th October, 1905.

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS IN 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1905.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Storage will be open at 10 A.M. and 4 P.M. daily, Sunday, excepted to receive and deliver perishable goods.
W. F. PEARL, Manager.
Hongkong, 18th November, 1901.

DR. NEWELL WILSON.

DENTIST.

Latest American Method.
Reasonable Fees.
No charge for examinations.
Office hours 9 A.M. to 5 P.M.
No. 2, PEDDER STREET (next to the General Post Office and opposite to the side entrance to the Hongkong Hotel).
Hongkong, July 5th, 1905.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Cables: A.B.C., 5th St. 12.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

JUST LANDED EX "POONA."

CHOCOLATES, CHOCOLATE CREMES, CONFECTIONERY, etc., in fancy boxes, or loose by the lb. HUNTLEY and PALMER'S "CAKES," Different kinds of TOYS. At Cheap Prices to suit all.

P. C. PATELL,
40, Lyndhurst Terrace,
Hongkong, 17th October, 1905. [235]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction

On SATURDAY, the 21st October, 1905, at 2.30 p.m., at his SALES ROOMS, Queen's Road, AN ASSORTMENT OF FIRST CLASS JAPANESE CURIOS.

FINE ART OLD SATSUMA, FINE CLOISONNE, PANDY BRONZES, BRASSWARE, IVORY INLAID PANELED, CUT VELVET, PICTURES, LACQUERED WARE, KAKIMONOS, EMBROIDERED SCREENS, &c., &c.

TERMS OF SALE:—As Customary.

V. I. REMEDIOS,
Auctioneer,
Hongkong, 18th October, 1905. [2358]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

In the goods of WILLIAM HENRY RAY, deceased late of Victoria, in the Colony of Hongkong.

NOTICE IS HEREBY GIVEN that His Honour the PRINCIPAL JUDGE has in virtue of Section 58 of Ordinance No. 2 of 1877 made an Order limiting to the 16th day of January, 1906, as the time for creditors to send in their claims against the estate of WILLIAM HENRY RAY, late of Victoria, in the Colony of Hongkong, deceased, who died on the 2nd August, 1905, at Atlantic City, Atlantic County, New Jersey, in the United States of America, and Probate of whom was granted by the Supreme Court of Hongkong in its Probate Jurisdiction on the fourth day of October, 1905, of JAMES WHITTALL, the Secretary of the China Traders Insurance Company, Limited, the sole Executor named in the said Will. NOTICE IS ALSO GIVEN that all such claims are to be sent in writing to the said Executor, JAMES WHITTALL, Secretary of the China Traders Insurance Company, Limited, Hongkong, prior to the 16th day of January, 1906, or no notice will be taken of them. All persons indebted to the above estate are requested to make immediate payment to JAMES WHITTALL as such Executor.

Dated the 17th day of October, 1905.

Messrs. JOHNSON, STOKES & MASTER, Solicitors for James Whittall, the above-named Executor. [239]

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

Action No. 351 of 1905.

Between the LI KI FIRM, Plaintiffs, and WONG U LUNG TAI, WONG TSE PING, WONG U CHUNG, WONG SZ MING & WONG YAN TONG, Defendants.

TAKE NOTICE that the Writ of Summons issued against you herein has in accordance with the Order of His Honour ALFRED GOSWORTHY WISE, Acting Chief Justice, made herein on the 14th day of October, 1905, been served by posting copies thereof at No. 27, Des Vaux Road, Central, Victoria, Hongkong, and by posting copies thereof on the Court House Door, Victoria, a record on the 14th day of October, 1905, and that if you intend to defend such action you must cause an appearance to be entered for you in this action within 8 days after the service of such Writ as aforesaid.

Dated the 17th day of October, 1905.

JOHN HA-TINGS,
No. 38, Queen's Road Central, Victoria, aforesaid, Solicitor for the above-named Plaintiffs.

To The Wong U Lung Tai Firm, Wong U Chung, Wong U Cheung, Wong Sz Ming and Wong Yan Tong, late of No. 27 Des Vaux Road, Central, Victoria, aforesaid, Traders.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAINAN,"

Captain A. J. Robson, will be despatched for the above ports on THURSDAY, the 19th Oct. at 9 a.m.

For Freight or Passage, apply to DOUGLAS LARRAIK & CO., General Managers, Hongkong, 18th October, 1905. [2362]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 18th Oct. will be landed at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers, Hongkong, 17th October, 1905. [18]

NEW ADVERTISEMENTS

NIPPON YUSEN KAISHA.

FOR MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, AND PORT SAID.

THE British Steamship

"DEN OF MAINS,"

Captain Singer, will be despatched for the above ports on WEDNESDAY, the 25th inst., at 4 p.m.

For Freight, apply to NIPPON YUSEN KAISHA, Agents, Hongkong, 18th October, 1905. [2361]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MAZAGON,"

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From Persian Gulf ex S.S. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 24th inst., at 4 p.m. will be subject to reat.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent,
Hongkong, 17th October, 1905. [1]

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Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent,
Hongkong, 17th October, 1905. [1]

THE P. & O. S. N. Co.'s Steamship

"MAZAGON,"

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From Persian Gulf ex S.S. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 24th inst., at 4 p.m. will be subject to reat.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

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L. S. LEWIS,
Acting Superintendent,
Hongkong, 17th October, 1905. [1]

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-SECOND ORDINARY YEARLY MEETING OF THE SOCIETY will be held at its Head Office, No. 1 Queen's Buildings, Hongkong, TO-MORROW (THURSDAY), the 19th October, 1905, at Noon, for the purpose of receiving the report of the Directors together with Statements of Account for the year 1904 and for the half year ending 30th June, 1905, and of declaring dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 9th October to the 19th October, both days inclusive.

By Order of the Board.

W. J. SAUNDERS,
Secretary,
Hongkong, 15th September, 1905. [2136]

CANTON INSURANCE OFFICE, LD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FOURTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the undersigned at 12 o'clock (NOON) on FRIDAY, the 20th Oct. inst.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 20th proximo, both days inclusive.

JARDINE, MATHESON & CO.,
General Managers,
Canton Insurance Office, Limited,
Hongkong, 27th September, 1905. [231]

IN THE MATTER OF THE TEBEAU PLANTING COMPANY, LIMITED.

IN LIQUIDATION.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that on and after SATURDAY, 30th September, 1905, the Liquidators are prepared to distribute a first and final Dividend of Two Dollars and Twenty-six and Seven-tenths cents per share to those Shareholders who apply for same and deposit their Share Certificates at the Office of the undersigned, Alexandra Buildings, Des Vaux Road, Hongkong.

JOHN D. HUMPHREYS & SON,
Liquidators,
Hongkong, 22nd September, 1905. [218]

TO LET.

TO LET.

SUITABLE FOR OFFICES, TWO ROOMS in Prince's Buildings.

Apply to—

LAUTS, WEGENER & CO.,
Hongkong, 4th March, 1905.

HONGKONG CLUB.

TO LET.

TWO ROOMS on the Ground Floor of the annex, from 1st September next, suitable for Offices. For particulars apply to the undersigned.

C. H. GRACE,
Secretary,
Hongkong, 1st June, 1905. [1350]

TO LET.

NO. 3, OBSERVATORY VILLAS KOWLOON, Five Roomed House, Tennis Court.

Apply to—

ARRATON V. APCAR & CO.,
45, Wyndham Street,
Hongkong, 13th June, 1905. [1434]

OFFICES TO LET.

IN ALEXANDRA BUILDINGS.

Apply to—

SECRETARY'S OFFICE,
A. S. WATSON & CO., Limited,
Hongkong, 16th September, 1905. [2139]

TO LET.

SEVEN EUROPEAN HOUSES, late J. Blackhead & Co. and Shawan, James & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately or en masse.

Apply to—

CHUNG SHUN KOO,
First Floor, No. 10, Queen's Road Central Hongkong, 18th July, 1905. [192]

TO LET.

NO. 3, MACDONNELL ROAD.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.,
Hongkong, 20th July, 1905. [1707]

TO LET.

TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to—

HUMPHREYS' ESTATE & FINANCE CO., LD.,
Hongkong, 30th June, 1905. [2331]

TO LET.

NO. 15, KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.,
Hongkong, 8th September, 1905. [2069]

TO LET.

NEW "KINGSCLERE" with Stables entrances in both Kennedy and Macdonnell Roads.

For full particulars, apply to—

LINSTEAD & DAVIS,
Alexandra Buildings, 3rd Floor,
Hongkong, 17th February, 1905. [47]

TO LET.

AIRY AND COMMODIOUS ROOMS, including Bathroom, in the Ground Floor of No. 3, Des Vaux Road. Suitable for Offices or Shops.

For further particulars, apply to—

DORA JEE & CO.,
King Edward Hotel,
Hongkong, 13th September, 1905. [2113]

TO LET.

THE First-floor of YORK BUILDINGS (Opposite Messrs. GAUPE & Co.) For Offices.

Apply to—

KELLY & WALSH, LD.,
Hongkong, 4th September, 1905. [2051]

TO LET.

AT SEAVIEW, WANCHAI, Gap Road, Facing Harbour and surrounded with Garden, 1st and Top-floor containing 4 Airy Rooms with Gas, Kitchen, & Bathroom on each.

Apply to—

Mrs. G. ALLEN,
Mrs. H. WHITE, No. 4, Blue Buildings Hongkong, 17th October, 1905. [2222]

TO LET.

NO. 1, WEST END TERRACE.

FIRST FLOOR of No. 10, Queen's Road Central.

Apply to—

WANG HING, 10, Queen's Rd. Central Hongkong, 13th October, 1905. [2328]

TO LET.

NO. 74, CAINE ROAD.

NO. 2, MACDONNELL ROAD.

Apply to—

COMPRADORE'S DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 3rd June, 1905. [84]

TO LET.

EUROPEAN HOUSES in LOCHIEL TERRACE, Kowloon, with tiled possession. Apply to—

CHINA MERCHANTS S.S. CO.,
15 & 16, Connaught Rd., Praya West Hongkong, 14th October, 1905. [2338]

TO LET.

"THE EYRIE," Peak.

1, DES VUEX VILLAS, Peak, Nos. 5, 6 & 21, BELLIOS TERRACE, BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, Low rental.

2ND FLOOR in Central position, containing Four Large Rooms, Auto-room and Lavatory, &c., with use of Electric Lift. Well suited for Offices.

Apply to—

LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings, Hongkong, 29th August, 1905. [1936]

TO LET.

NO. 1, RIPON TERRACE.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE TERRACE), GODOWNS, PRAYA EAST.

A BUILDING at Causeway Bay, at present in occupation of the Steam Laundry Co., LD.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 3rd August, 1905. [191]

TO LET.

NOS. 2, 5, 6, BARROW TERRACE, KOWLOON.

THREE NEW HOUSES, CASTLE ROAD, HONGKONG.

Apply to—

SAM WANG CO., LD.,
81, Queen's Road Central, Hongkong, 12th July, 1905. [1234]

TO LET.

NO. 3, GRANVILLE AVENUE, KOWLOON. Electric light. Immediate possession.

Apply to—

HUMPHREYS' ESTATE & FINANCE CO., LD.,
Hongkong, 20th June, 1905. [1477]

TO LET.

"TANG YUEN" No. 18, MACDONNELL ROAD, containing 18 Rooms and Bath Rooms; a well laid out Garden and Lawn. Full View of Harbour. Lately occupied as a First-Class Hotel. Part or whole of premises can be let.

Apply to—

LUK CHEUK MAN,
No. 81, Queen's Road Central, Hongkong, 12th July, 1905. [1653]

TO LET.

DWELLING HOUSES on Pedder's Hill. Immediate possession.

TWO ROOMS in COLLEGE CHAMBERS. Immediate possession.

SPACIOUS GODOWNS, formerly known as McGregor Barracks, fronting the PRAYA SECOND FLOOR of No. 6, DES VUEX ROAD CENTRAL, formerly occupied by the Standard Oil Co. of New York.

2ND FLOOR of VICTORIA BUILDING, formerly occupied by Meyer & Co.

Apply to—

DAVID SASSOON & CO., LD.,
Hongkong, 2nd September, 1905. [2044]

TO LET.

NO. 11, GAGE STREET, Eight Rooms, from 1st June, 1905.

Apply to—

E. A. DE CARVALHO,
14, Arbuthnot Road, Hongkong, 13th May, 1905. [119]

TO LET.

GODOWN, No. 3, NEW PRATA, Kennedy Town.

Apply to—

HONGKONG LAND INVESTMENT AND AGENCY CO., LD.,
Hongkong, 25th June, 1905. [1539]

TO LET OR FOR SALE.

DUNHEVED 33, Robinson Road.

Apply to—

HO U. MING,
81, Queen's Road Central, Hongkong, 17th June, 1905. [853]

SHOP TO LET IN QUEEN'S ROAD CENTRAL.

HALF OF THE PREMISES at present occupied by THE ROBINSON PIANO CO. Possession from November 1st. For particulars, apply to—

W. BREWER & CO.,
Queen's Road, Hongkong, 15th September, 1905. [1949]

TO LET.

THE Undersigned has received instructions to sell by Public Auction

TO-DAY (WEDNESDAY), the 18th October, 1905, at 1.30 a.m., at Godown No. 3 of the Hongkong and Kowloon Wharf & Godown Co., Ltd., West Point (FOR ACCOUNT OF THE CONCERNED), 350 INGOTS TIN.

TERMS:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer,
Hongkong, 13th October, 1905. [2331]

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1904.
2,171,299.I. AUTHORIZED CAPITAL.....£3,000,000
SUBSCRIBED CAPITAL.....2,750,000
PAID-UP CAPITAL.....687,500 0 0
II. FIVE FUNDS.....3,001,266 12 9The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.
Agents.

Hongkong, 30th June, 1905. (1567)

AACHEN AND MUNICH FIRE INSURANCE CO.
OF AIX-LE-CHAPPELLE.The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & CO.
Agents.

Hongkong, 21st April, 1897. 184

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

The Undersigned, having been appointed AGENTS for the above Company, are prepared to accept risks against fire at current rates.
SIEMSEN & CO.
Hongkong, 1st January, 1904. 13

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE.
The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO.
Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Pig Iron and Foundry, Coke Importers, General Storekeepers and Commission Agents.
35 & 37, King Loong Street, (1st Street, West of Central Market).

PHOTOGRAPHER

M. MUMBY, JAPANESE ARTIST.
Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Japan. Work done for Amateurs; No. 84, Queen's Road Central.

PRINTING.

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

BISMARCK & CO.
Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sail-makers, etc. Fresh Water supplied to Vessels in the Harbour.KWONG SANG & CO.
Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers, Tools, Metal, Iron and Steel Merchants.
57, 58 & 59, Cantonment Road, New Prince's Street.

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate. Also Lessons in English by an English Lady, E. R.
Care of Office of this Paper.
Hongkong, 16th August, 1905. (1898)

A. LING & CO.

FURNITURE STORE
PLATED GLASS AND CROCKERY
WARE, etc. etc. and FOOCHOW
ACQUIRED WARE
68, QUEEN'S ROAD CENTRAL
Hongkong, 1st September, 1905. (2155)

CARTRIDGES.

IMPORTED EVERY MONTH. THEREFORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE and KYNOC'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes. Nos. 10 to 20 GAUGE AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.
Hongkong, 28th November, 1902. 2349GRIMAULT & CO.
Medicinal Skin Soap

Recommended by eminent Dermatologists and adopted in the Paris Hospitals in the treatment of Ringworm, Acne, Psoriasis, Eczema and Skin diseases generally.

8, RUE VIVIANNE, 8
Paris

MAP OF THE SIKIANG or WEST RIVER

From Hongkong to Wuchow, Showing the Ports and Calling Places. Opened to Foreign Trade, 1897. Published at Daily Press Office. Price 25 Cents, Cash.
Hongkong, 1st April, 1897

LORD KITCHENER'S KHYBER RAILWAY.

ITS MORAL AND MATERIAL SIGNIFICANCE.

Writing in the London Daily Mail, Mr. Ian Macnair says:—

The more suggestion of a scheme, to connect the plains of India with those of Afghanistan by means of a railroad running through the Khyber Pass invites us to two most interesting considerations.

The first is the extraordinary advance in civilization of the tribes on the North-West Frontier of India during the past few years, without which no such scheme could be conceivable in theory or practice. This is very largely due to Lord Curzon's policy of peaceful penetration, of guarding those frowning frontiers by the good-will of their native inhabitants, and of securing that goodwill by dividing up the unwieldy province of the Punjab and annexing in the new Frontier provinces all that is most capable of instruction and training to deal with frontier and tribal problems as they arise. The second consideration follows directly from the first, viz., that the condition of these same native races is now at the malleable moment when the appliances of science, constructive or commercial, must have an impact upon their future development. And if, as may be expected, the projected railway should minister to the employment and then to the furtherance of trade between two commercially-inclined peoples, then may we hope to see the dawn of a new era when better knowledge will inspire greater confidence and firmer friendship between the Governments of Afghanistan and of India.

The route through which a Khyber railway would pass will either follow the bed of the Kabul River from Nowshera on to the boundary of Afghanistan, or it will proceed along this road now completed through the Khyber Pass itself, having its terminus at or near Lumbi Kot. I am not expert enough to say which of these lines would prove the better to make or the more valuable when made; but there is something to be said, *ceteris paribus*, for developing the route already familiar to the Afghan traders with their bi-weekly caravans from Kabul to Peshawar.

There is, indeed, already a shot railway running out to Jampur, the lonely fortress on the outskirts of British India from whose flag-staff round the mountains seem to tower and frown above one, their bare, jagged peaks sparring the sky. To the left one looks down into the Ghazni country; to the right one looks towards Melind, Shindair, and the Kabul River. Beyond this point we pass from the British Empire into independent territory occupied by fighting families with whose quarrels it is no part of our business to interfere. They may settle their own differences in their own way, but they must adhere to the "rule of the road," which is that nobody may fire or be fired at when on the road, or fifty yards from either side of it.

Once in the pass itself, the road is a first-rate one, enhanced by gloriol scenery the whole way from Jampur to Lumbi Kot. Two days in the week the pass is open to visitors, and is substantially protected from "accidents" by pickets of the Khyber Rifles, whose posts can communicate visibly from peak to peak along the whole length of the pass. Primarily the precaution is taken to ensure the safe passage of the caravans to and from Peshawar, incidentally it gives safe conveyance to those who desire, as I did, to see the country.

The caravan is a fine sight, consisting of several hundred camels, heavily laden, of mules and donkeys, goats, women, and children. These are preceded by a guard of Khyber Rifles, and a similar escort bring up the rear.

Alongside marches a motley crowd of Afghans and Pathans—dark, hook-nosed, long-haired, keen-eyed men, dressed in any sort of dirty white raiment, covered by a "poshtoon" or rough yellow overcoat lined with goats' hair. Across the backs of many are slung rifles, some Martini and some Sniders, and a few long-barrelled country guns, called "Jewels" (in the sense everybody carries a gun: a rifle for the cook and a bawdler full of cartridges are the normal equipment of the Afghani). So they march on to Ali-Masjid, the historic fortress which towers into the sky at the narrowest defile of the pass. At its foot stands a small white mosque where the pilgrims bend in prayer as they pass upon their weary way.

The second portion of the journey is even more sheer and impressive, but there are many signs of life, and many villages with their watch-towers are more numerous along the road. At last the night's resting-place is reached, and the tired caravan turns lazily into the Serai. In stables the camel and horse down where he is told; the rest of the four-footed family do the same. Women run about picking up manure for fuel, dogs fight, and the men buy from hangers-on within this great walled compound the chupatties and lentil soup to which their long wait has entitled them. For myself I was rewarded in the fort, most hospitably entertained by the officers of the Khyber Rifles, and had some excellent lawn tennis, with khaki-clad Afghans to pick up the balls. Times are changed since 1896!

In conclusion, let me note the respect and high confidence which are given by all the tribes to the white officers in the pass. On my return journey I was privileged to see evidence of this. Close to Ali-Masjid, the Commandant of the Khyber Rifles had convened an assembly of one of the clans in the neighbourhood. They met us by the roadside, to answer for the sins of another clan who had lately fired eight shots on the road. All were slung about with guns and knives of sorts—a fierce, ragged-looking lot as they closed in about us. My companion lit a cigarette and addressed them in fluent Pushtu, which they all applauded. He fined them fifty rupees for each shot, and advised them to get the money from the offending clan with something extra for bringing the whole tribe into disgrace.

No fault was found with the award; the money was paid; judge and defendants parted the best friends. There was another "Jirga" waiting for him further down the pass—this time to receive praise and rewards for a capture of notorious horse thieves. Both incidents were full of meaning, and showed something of the gravity of the white man's burden at the Empire's edge. Such then, is the country and such are the tribes through which the projected railway will probably pass. Incidentally it may have a military meaning; but if the construction goes happily forward, it will be an engine for enormous development of confidence and commerce between ourselves, our frontier friends and our transfrontier neighbours. It may lead to the opening of a considerable market at the Lumbi Kot terminus, where Afghans will leave their beasts of burden and proceed to Peshawar upon the "Flying Thunder," as the Red Indians used to call a train. Great things have been done for the world by the power of steam; but if it can unite Calcutta to Kabul its usefulness may have a political significance whose full value is at present hidden from our eyes.

MISCELLANEOUS ITEMS.

LAW OF TELEGRAPH ERRORS.

At Lowestoft County Court last month an interesting point was raised in a case which arose out of an error in transmission of a telegram from Monmouth to that town. A telegram was telephoned to Monmouth for despatch to Lowestoft ordering "one" barrel of herrings, but on the arrival of the message it read "nine," and this number of barrels was accordingly sent. The consignee would only take in one barrel, and sent the others back, and he was now sued for the cost of the other eight. It was contended for the consignee that the Post Office only became an agent to transmit a particular telegram, and was not an agent for one that had become altered in course of transmission, and judgment was given for the defendants.

A TRIUMPH OF MODERN ENGINEERING.

The members of the British Association arrived at Victoria Falls on the 21st ult., and the new bridge across the Zambesi was formally opened by the president, Professor Darwin, who made a speech to the assembled visitors in the middle of the bridge, where the train had drawn up. Sir Charles Metcalfe, Bart., read the following telegram which he had received:— "From the British South African Company, London, Sept. 12.—President and directors congratulate you personally, also the distinguished president of the British Association, the bridge contractor, and the people of Rhodesia, on the opening of the bridge to-day, the fifteenth anniversary of the occupation of Mashanaland. It is very fitting that the foremost representative of science should be associated with the inauguration of a triumph of modern engineering. Regret the founder of the country is not alive to witness the realisation of part of his great ideal."

MEANS IN THE CITY OF LONDON.

A Londoner advertising in the Times of 1905 expressed himself as "desirous of partaking daily of a Plain Dinner, about 2 or 3 o'clock, at a family table in the neighbourhood of Rood-lane." This advertisement, remarks a London contemporary, illustrates the change that has come over city life. A hundred years have passed, and to-day the need of inserting such an advertisement has gone by. Then the citizen lived in his city—more often than not a decent, hard-working man, who had to live outside the civic limits, and yet pursue his daily toil within, there was nothing but the chop-house from him to turn to when the hour for the mid-day meal came round. The chop-house, if all we hear about it is true, was not a place either for the epicure or for the man even slightly fastidious. Such gentlemen, like the advertiser in the Times, sought eagerly for some family table and a pleasant dinner in order to escape the parlour of the chop-house. To-day no one lives in the city, and the chop-house has become almost a tradition. The home is in the suburbs, and restaurants of all styles and all prices provide the city worker with what he needs. Now, instead of the chop-house, we have the eternal bun-shop, and it is matter for argument which of the two is the more preferable.

THE PREVALENCE OF CHOLERA.

The prevalence of cholera in a Welsh patronymic is as drawbacks, which are "accentuated by the habit of adding John as a Christian name. Forty John Joneses are employed by the Cardiff Corporation on their tramway system, but one of the chief officials assured a reporter that there is no confusion. He can identify them with the ease with which a shepherd identifies his sheep. It is difficult, however, to be easily distinguished, and a rare habit in dressers is distinguishable, and a rare habit in dressers is distinguishable, and a rare habit in dressers is distinguishable. Another way of getting out of the difficulty is used in factories. It is inconvenient if, when a foreman calls "Jones," forty or fifty men come running to him, so the hands are known by their birthplaces. This explains the astonishment frequently felt by a visitor when a call for "Merthyr," or "Swansea," or "Dewon" brings a host of men from his work. But even this method has its drawbacks when men come from Llanfairpwllgwyngoch, or Machynlleth, Llanfairfach, or some other place just as easily pronounced.

A CHOLERA PROPHYLACTIC.

None need fear cholera if an unorthodox, almost mystical prophylactic recommended by Dr. J. Cavendish Molson is conscientiously sound. The doctor, who has attained many medical degrees, and received 32 Winton medals, says that the suspending of a copper disc by a silver thread from the neck so that the disc rests upon the abdomen will prove "a simple, safe, and certain means of preventing infection." "It is a case of like curing, or rather preventing, like," observed the doctor to a representative of the Daily Mail. "In copper poisoning the patient suffers from vomiting, abdominal cramps, and intense coldness of the body—the chief symptoms of cholera. The attention of the copper disc between the skin and the garments will ensure the absorption by the skin of sufficient copper to prevent the wearer contracting cholera while in infection to produce risk of poisoning."

"How comes it," asked Dr. Molson, "that cholera is absolutely unknown among the workers in copper mines?" "Eleven years ago," he added, "when I visited St. Petersburg during an epidemic of cholera, I was the disc and escaped contracting the disease. Baron Fedorovitch, whom I met there, informed me that he adopted the same precaution during a severe outbreak of the disease in Nijni Novgorod. Indeed, I found that the efficacy of the disc was widely appreciated in Russia."

Delightfully refreshing

in hot climates is the use of such a pure emollient Soap as

CALVERT'S
Carbolic Toilet Soap.

Carefully prepared from the best materials only, delicately perfumed, and superlative—in every way making the requirements of the most sensitive skin.

It is also antiseptic, containing 10% Carbolic, which has at once a healthy action on the skin, and acts as a preventive of contagion.

Calvert's Carbolic Ointment

has a good reputation for the cure of sunburn, insect bites, and skin irritation. Always handy to have for cuts, burns, bruises, piles, scalds, and similar mishaps.

H. C. CALVERT & Co., Manchester, England.

IS SPORT RUINING THE NATION?

In the Standard the topic of debate has been "The Use and Abuse of Sport." The distinction is very simple. As a means of physical development sport is the greatest benefit; but when sport is allowed to become the be-all and end-all of life, when it pushes aside work and prevents serious realisation of the duties of citizenship, then sport becomes a menace to the nation's prosperity.

That is the postulate with which "Sportsman" opened the discussion:

"I want to warn the English people, writing as one who has consistently followed sport for forty years, that they are allowing sport to become an obsession and a mania. As a cricketer, a golfer, as a fisherman, and a motorist, I claim to know something about sport. As one who has played for his school in a Harrow and Eton match, and for his college at Oxford, I claim to know something about cricket. I am now a member of two golf clubs. I have for five years been a very keen motorist, and I shall always be an ardent fisherman. With all this, it is being borne in upon me that we Englishmen are becoming a nation of sporting maniacs. I regard the whole thing with as great seriousness as I would the spread of some fatal disease. I have kept silent about it for long, but it is on my conscience to say, with all the strength in me, that this country is going sporting mad."

His quarrel is not with sport but with the relative position in life the British people are giving to their various sports and to the exclusion of every serious interest in life.

It is an awful subject to argue about, because everything is a creed that sport is an admirable thing—in moderation. But now are you going to compel moderation? In all this correspondence we find columns of conviction that sport is carried to excess, and that the welfare of the nation is thereby endangered, but we fail to discover a single suggestion of remedy. Now, if no remedy is forthcoming for a thing it is a fair inference—remembering Nature's law of compensation—that no remedy is needed. It is quite possible that all this talk on the abuse of sport is overdone. Remember, you are not dealing with Utopian models, you are not seeing models of sobriety and industry decayed away from noxious pursuits to the playing-fields, you are dealing with ordinary human beings with an inherent fondness for play and—it is a fact—an inherent distaste for work.

Let us suppose sport confined by law to one hour per day per man; let us suppose cricket and football and all the rest of it to be disallowed in the papers. What are the people going to do? We can very safely say what they will not do. They will work no harder, they will take no greater interest in "serious" matters, many of them will give up buying a newspaper at all, and so miss what chance they at present do have of reading something vital that may sow the seeds of thought and endeavour.

The love of sport is a national heritage with us. Those whom it so completely absorbs that they lose all sense of duty to themselves and their country would, failing sport, have certainly been absorbed by some other diversion far more harmful. Those who possess the right stuff in them will learn, as after all, the majority of us have learned, so to adjust play and work as to produce that nice balance, the sound mind in the healthy body.

One of the most interesting of these letters is from a man who, highly successful in life, looks back with envious regret to the fact that he never realised his ambitions in sport:

"It is my mission to chronicle the fact that I began the life which succeeded childhood with the ambition to play for my country. At the age of sixteen my chances of attaining this aim were singularly bright. Very soon afterwards the disagreeable necessity of earning my own living finally cut short my aspirations to international fame upon the cricket and football fields. Since then, the facts dominating my life have been (1) my rather remarkable success in business, and (2) my unceasing, if unspoken, regret that I never won my international cap. That is my confession as a staid, respected, bourgeois of London. No sort of material success can ever, for me, compensate for the grief I feel over a ruined and broken athletic career."

He is modest enough to make no comment on the fact that while he had to earn his own living he had not and earned it despite his keen desire for play—in these days of "abuse of sport" surely an exceptional thing to do:

"Doubtless I should have found it easier to write you a short and digressive treatise upon the disproportionate place accorded to sport in our national life. To such a letter I might have appended my name; by it, I might have bored your readers even more acutely than this confession can, and attained the admitted importance of the platitudinous moralist. Instead, I have written an absolutely frank confession, to which I do not append my name (for publication), a free confession of the lamentable fact, that all the philosophy of maturity has failed utterly to purge my soul of its first-born longing for athletic fame. I deplore, as a citizen, the people's unbalanced concentration upon sport. Yet as a man, I know that I would "swap" the very thought brings that track and primitive word to my pen—all such successes as I have attained in the city for the fulfilment of early ambitions, which meant the sacrifice of every other interest to sport."

The writer goes on to attribute his ineradicable love of sport to his early training:

In me, sir, you have a victim to the system of education which obtains in our public schools; by rote repetition only, if you will, but assuredly a victim. I have achieved success in business, my education supplied no sort of ambition in this connection; indeed it taught me that riches were to be despised, their inheritors kicked and strenuously sat upon. Our ambitions were simple and most clearly defined. The art was to play for one's house, and most glorious stage to play for the school. That there existed greater triumphs in life was only realised when the possibility of playing for the University loomed up upon one's horizon. Then, to such ripe minds, come rosy daydreams of playing against the Australians at Lord's, or of the roaring multitudes at Raeburn Place and "Blackheath."

But the master who most encourages games at a school is the most popular, and the more popular a master the better do boys work for him—From the Rapid Review.

Mr. Beerbohm Tree has supplied a rather pretty commentary on the habit of some Jews in claiming their name in order to disguise their race, states the Jewish Chronicle. "I once knew a young man whose name was Wiklison," said Mr. Tree. "He came from the midland counties, and was extravagantly Anglo-Saxon. He had not succeeded in life, and came to me for advice as to what to do."

"I said: 'Change your name to Moses.' 'Within three years that man was a millionaire.'"

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL, 1ST FLOOR.

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BOUCHARD PERE & FILS.

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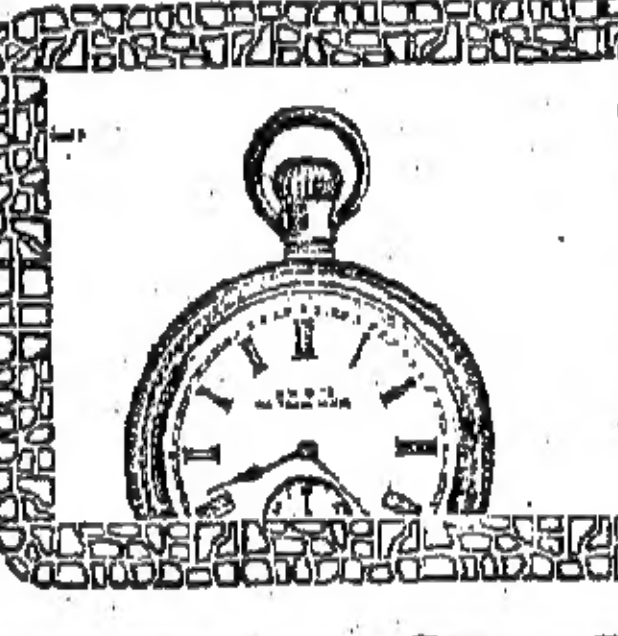
Illustrated price lists, giving prices and particulars of everything pertaining to billiards, can be had on application from the Office of this paper.

JOHN ROBERTS & CO. LD.

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Hongkong, 6th April, 1904.

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NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to

BODWELL & CO. LIMITED.
General Agents for China and Japan
Hongkong, 4th August, 1898

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. A.H. YAU'S FERRY WHARF STALL. Price 15 cents per copy Cash.

Hongkong, 29th December, 1903.

SHIPPING.

ARRIVALS.
 BENJAMIN, British str., 2,520, Clark, 17th October, 1905, from Calcutta.
 CHITTEY, Chinese steamer, 17th October, from Canton.
 HANGSANG, British steamer, 16th Oct., from Canton.
 KOBUSCHANG, German str., 1,292, C. Gosewich, 17th Oct., from Kailashang 8th Oct., Rice, Butterfield & Swire.
 LAISANG, British str., 2,460, P. M. B. Lake, 16th October, Calcutta 1st Oct., General.
 LISA, Swedish str., 1,577, H. Hornbuhl, 17th Oct., from Shanghai 13th October, General.
 MAZAGON, British str., 2,280, W. H. Selby, 17th Oct., from Bombay 29th Sept. and Singapore 11th Oct., General.—P. & O. S. N. Co.
 PRINZ WALDEMAR, German str., 3,227, C. Wolfram, 17th Oct., from Yokohama 7th Oct., General.—Mitsubishi & Co.
 THINAN, British str., 1,345, C. Lindbergh, 17th October, from Sydney 24th Sept., and Manila 10th Oct., General.—Butterfield & Swire.
 VORWORTS, German str., 765, Uderup, 17th October, from Tsingtau 10th October, Coal.—Jebsen & Co.

CLEARANCES.

At the Harbour Master's Office.
 17th October.
 Heine, Norwegian str., for Bangkok.
 Helles, German str., for Shanghai.

DEPARTURES.

18th October.
 SALAZIE, French str., for Shanghai.
 19th October.
 ATLANTIC, Am. str., for Europe.
 CALDONIA, French str., for Europe.
 CHINA, American str., for San Francisco.
 GLENLOCH, British str., for Shanghai.
 HAITAN, French str., for Pakhoi.
 HAITAN, British str., for Swatow.
 HONGKONG, French str., for Haiphong.
 POONA, British str., for Shanghai.
 SAMRAN, German str., for Bangkok.
 SIGNAL, German str., for Doh.
 TEAN, British str., for Manila.
 THOMAS, Norwegian str., for Moji.

SHIPPING REPORTS.

The British str. *Maizagon* reports: Weather light to moderate monsoon and clear.
 The German str. *Kailashang* reports: Experienced light and moderate easterly and north-easterly winds with sometimes heavy swell running.
 The British str. *Thinan* reports: Fine weather throughout the voyage, has been exceptionally fine without any occurrence of note. From Manila to Hongkong met with moderate N.E. wind and moderate sea.

VESSELS IN DOCK.

17th October.
 ABERDEEN DOCK.—*Kailashang*, *Maizagon*, *Taipei*, *Longgang*, Dr. H. J. Kier.
 COAST GUARD DOCK.—

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
 STEAM TO SHANGHAI, YOKOHAMA AND KOBE.
 THE Company's Steamship
 "TRIESTE."
 Captain Mistrorigo, will leave for the above places TO-MORROW, the 19th inst., P.M.
 For Freight or Passage, apply to
 SANDER, WIELER & CO.,
 Agents,
 Princes' Buildings,
 Hongkong, 18th October, 1905. [3]

"BEN" LINE OF STEAMERS.
 FOR LONDON AND ANTWERP.
 THE Steamship
 "BENVENUE."
 Captain Kroble, will be despatched as above on or about MONDAY, the 30th October.
 For Freight apply to
 GIBB, LIVINGSTON & CO.,
 Agents,
 Hongkong, 18th October, 1905. [2326]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
 FOR SYDNEY AND MELBOURNE.
 (Calling at MANILA, Port Darwin, and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
 THE Steamship
 "EMPIRE."
 Captain Holmes, will be despatched for the above ports on WEDNESDAY, the 1st November, at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A duly qualified Surgeon and Stewardess are carried.
 N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
 For Freight or Passage apply to
 GIBB, LIVINGSTON & CO.,
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 Hongkong, 12th October, 1905. [2323]

REGULAR
 STEAMSHIP SERVICE TO NEW YORK.
 VIA PORTS AND SUEZ CANAL
 (WITH LIBERTY TO CALL AT MALABAR COAST).
 PROPOSED SAILINGS FROM HONGKONG, 1905.
 "WRAY CASTLE" ... 6th Nov.
 "GLAZIER" ... to follow.
 "LOTHIAN" ... to follow.
 For Freight and further information, apply to
 DODWELL & CO. LD.,
 Agents,
 Hongkong, 10th October, 1905. 2105-2135

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	PK & FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via USUAL PORTS OF CALL	CHUSAN	Brit. str.	—	H. W. Kenrick, R.N.E.	P. & O. S. N. Co.	On 21st inst., at Noon.
LONDON & ANTWERP	FEKA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	About 24th inst.
LONDON & ANTWERP	DEVENUE	Brit. str.	1 m.	Kroble	GIBB, LIVINGSTON & CO.	About 30th inst.
LONDON, AMSTERDAM & ANTWERP	DIOMED	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 24th inst.
LONDON, AMSTERDAM & ANTWERP	WACHAON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 7th Nov.
LONDON, AMSTERDAM & ANTWERP	KINUCK	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st Nov.
LONDON, AMSTERDAM & ANTWERP	DEUCALION	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 5th Dec.
AMSTERDAM, LONDON & ANTWERP	HECTOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th Dec.
MARSEILLE, LONDON & ANTWERP, &c.	DIN OF MAINS	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst., at 4 P.M.
MARSEILLE, &c., via PORTS OF CALL	OCEANIAN	Brit. str.	—	—	MESSAGERIES MARITIMES	On 31st inst., at 1 P.M.
BREMEN, via PORTS OF CALL	ZIESEN	Ger. str.	—	—	MELCHERS & CO.	On 24th inst., at Noon.
HAVE & HAMBURG VIA STRAITS, &c.	BORUSSIA	Ger. str.	k.w.	Hahn	HAMBURG-AMERIKA LINIE	On 4th Nov.
HAVE & HAMBURG VIA STRAITS, &c.	SERBIA	Ger. str.	k.w.	Hahn	HAMBURG-AMERIKA LINIE	On 18th Nov.
HAVE & HAMBURG VIA STRAITS, &c.	C. FERD. LAEISZ	Ger. str.	k.w.	Peter	HAMBURG-AMERIKA LINIE	On 29th Nov.
HAVE & HAMBURG VIA STRAITS, &c.	SILHONIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 13th Dec.
TRIESTE, &c., via SINGAPORE, &c.	SILHONIA	Ger. str.	k.w.	L. de Stabile	BUTTERFIELD & SWIRE	On 24th Nov.
GENOA, MARSEILLE & LIVERPOOL	CALCHA	Brit. str.	—	Habel	HAMBURG-AMERIKA LINIE	About 31st Dec.
NEW YORK VIA SUEZ	NUBIA	Ger. str.	k.w.	—	DODWELL & CO. LD.	On 6th Nov.
NEW YORK VIA SUEZ	WRAY CASTLE	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 21st inst.
NEW YORK VIA SUEZ	ALSTON	Brit. str.	—	—	CANADIAN PACIFIC R.R. CO.	To-day.
VANCOUVER, via SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	E. Archibald, R.N.E.	CANADIAN PACIFIC R.R. CO.	On 1st Nov.
VICTORIA (B.C.) SEATTLE, &c., via JAPAN	SHANMUT	Am. str.	1 m.	S. Robinson, R.N.E.	DODWELL & CO. LIMITED	On 25th inst.
VICTORIA (B.C.) SEATTLE, &c., via JAPAN	PIGOSKY	Brit. str.	1 m.	D.V. Roberts	BUTTERFIELD & SWIRE	On 31st inst.
SEATTLE, via SHANGHAI JAPAN, &c.	PIGOSKY	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 9th Nov.
PORTLAND, OREGON via SHANGHAI, &c.	DAKOTA	Am. str.	—	E. Francke	NIPPON YUSEN KAISHA	About 2nd Nov.
AUSTRALIAN PORTS via MANILA, &c.	ARABIA	Ger. str.	—	Metzenhain	PORTLAND & ASIATIC S.S. CO.	On 7th Nov., at Daylight.
JAPAN via SHANGHAI	EMPIRE	Brit. str.	—	Helms	GIBB, LIVINGSTON & CO.	On 1st Nov., at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	YOKOHAMA	Brit. str.	1 m.	E. G. Andrews	YOKOHAMA F.M.S. CO.	On 24th inst.
TSINGTAO, CHEFOO & NEWCHANG	PAKAO	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 24th inst., 3 P.M.
TIENSIN	PAKAO	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
NINGPO & SHANGHAI	PAKAO	Brit. str.	—	—	P. & O. S. N. Co.	About 18th inst.
SHANGHAI	ARABIA	Brit. str.	—	—	SANDER, WIELER & CO.	To-morrow, P.M.
SHANGHAI, YOKOHAMA & KOBE	ARABIA	Brit. str.	—	—	P. & O. S. N. Co.	About 21st inst.
SHANGHAI & KOBE	ARABIA	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-morrow, at Daylight.
SHANGHAI VIA SWATOW	ARABIA	Brit. str.	—	—	OSAKA SHOSHEN KAISHA	On 27th inst., at 8 A.M.
SHANGHAI VIA SWATOW, AMOY & FUCHOW	ARABIA	Brit. str.	—	—	OSAKA SHOSHEN KAISHA	To-day, at 8 A.M.
AMOY, STRAITS & RANGOON	ARABIA	Brit. str.	—	—	DOUGLAS LARPAK & CO.	To-morrow, at Daylight.
MANILA	ARABIA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 20th inst., 4 P.M.
MANILA	ARABIA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 21st inst., at Noon.
MANILA	ARABIA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
MANILA	ARABIA	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 26th inst., at Noon.
MANILA	ARABIA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
CEBU & ILOILO	ARABIA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
PORT T. J. LAEISZ, T. J. LAEISZ, &c.	ARABIA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
SINGAPORE, PENANG & CALCUTTA	ARABIA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 24th inst., 3 P.M.
SINGAPORE, PENANG & CALCUTTA	ARABIA	Brit. str.	—	—	DAVID SASSOON & CO. LD.	To-day, at 3 P.M.

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For Freight or Passage, apply to

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AGENTS

Hongkong, 4th October, 1905.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR SHANGHAI VIA SWATOW ... "HANGSANG" Thursday, 19th Oct., Daylight

MANILA ... "LOONGSANG" ... Friday, 20th Oct., 4 P.M.

TIENSIN ... "KSANG" ... Tuesday, 24th Oct., 3 P.M.

SINGAPORE, PENANG & CALCUTTA LAISANG ... Tuesday, 24th Oct., 3 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

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GENERAL MANAGERS.

Hongkong, 17th October, 1905.

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LEAVE HONGKONG ... ARRIVE VANCOUVER.

"EMPIRE OF CHINA" ... 6,000 Tons ... WEDNESDAY, 18th Oct. ... 8th Nov.

"ATHENIAN" ... 3,582 ... WEDNESDAY, 1st Nov. ... 25th Nov.

"EMPIRE OF INDIA" ... 6,000 ... WEDNESDAY, 15th Nov. ... 6th Dec.

"TARTAR" ... 4,425 ... WEDNESDAY, 29th Nov. ... 23rd Dec.

"EMPIRE OF JAPAN" ... 6,000 ... WEDNESDAY, 13th Dec. ... 3rd Jan.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class ... via St. Lawrence £80; via New York £62

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R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

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PORTLAND & ASIATIC STEAMSHIP CO.

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SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

OPERATING IN OREGON RAILROAD & NAVIGATION CO.

CONNECTION WITH THE

STEAMSHIP

"ARABIA" ... 4,483 Tons ... Metzenhain ... November 7th, 1905.

"ARAGONIA" ... 5,198 Tons ... Ernst ... November 29th, 1905.

"NICOMEDIA" ... 4,970 Tons ... Wagemann ... December 22nd, 1905.

"NUMANTIA" ... 4,370 Tons ... Feldmann ... January 7th, 1906.

Through Bills of Lading issued to Pacific Coast Ports and Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, ACTING GENERAL AGENT.

Hongkong, 4th October, 1905.

113

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP

TONS

CAPTAIN

FOR

SAILING DATE.

ZAFIRO ... 2540 R. Rodger ... Manila ... Sat., 21st Oct., Noon.

RUBI ... 2540 A. H. Nottley ... Manila ... Sat., 26th Oct., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 10th October, 1905.

115

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "ALSTON" ... On 21st October.

For freight and further information apply to

SHEWAN TOMES & CO.,

GENERAL AGENTS

Hongkong, 5th September, 1905.

1004

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and Baltic Ports, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STREAMERS

DESTINATIONS

SAILING DATE

Freight & Passengers

"BORUSSIA" ... HAVE & HAMBURG ... On 4th Nov.

"SERBIA" ... HAVE & HAMBURG ... On 10th Nov.

"SENEGAMBIA" ... HAVE & HAMBURG ... On 18th Nov.

"C. FERD. LAEISZ" ... HAVE & HAMBURG ... On 29th Nov.

"SITHONIA" ... HAVE & HAMBURG ... On 13th Dec.

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